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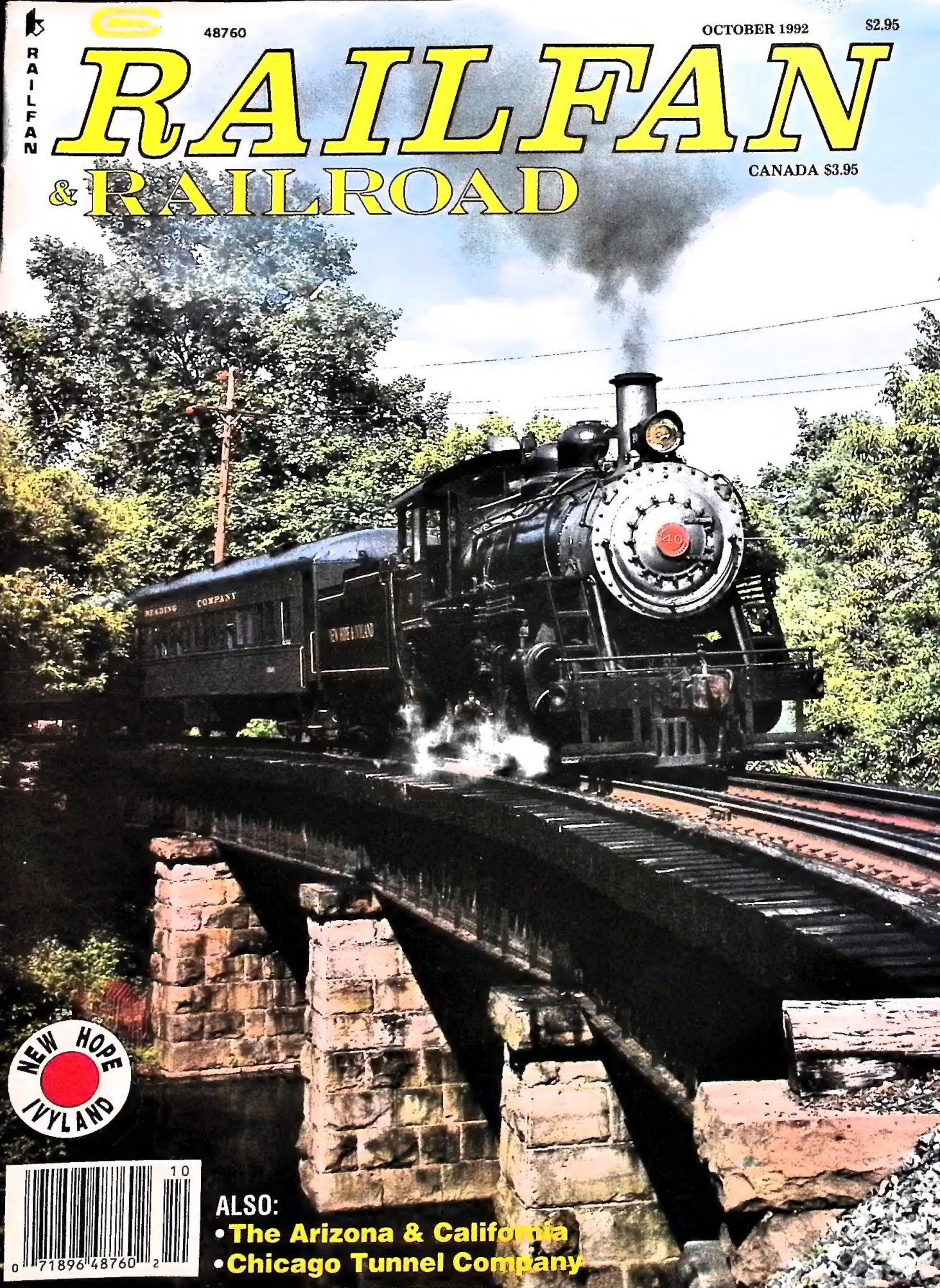

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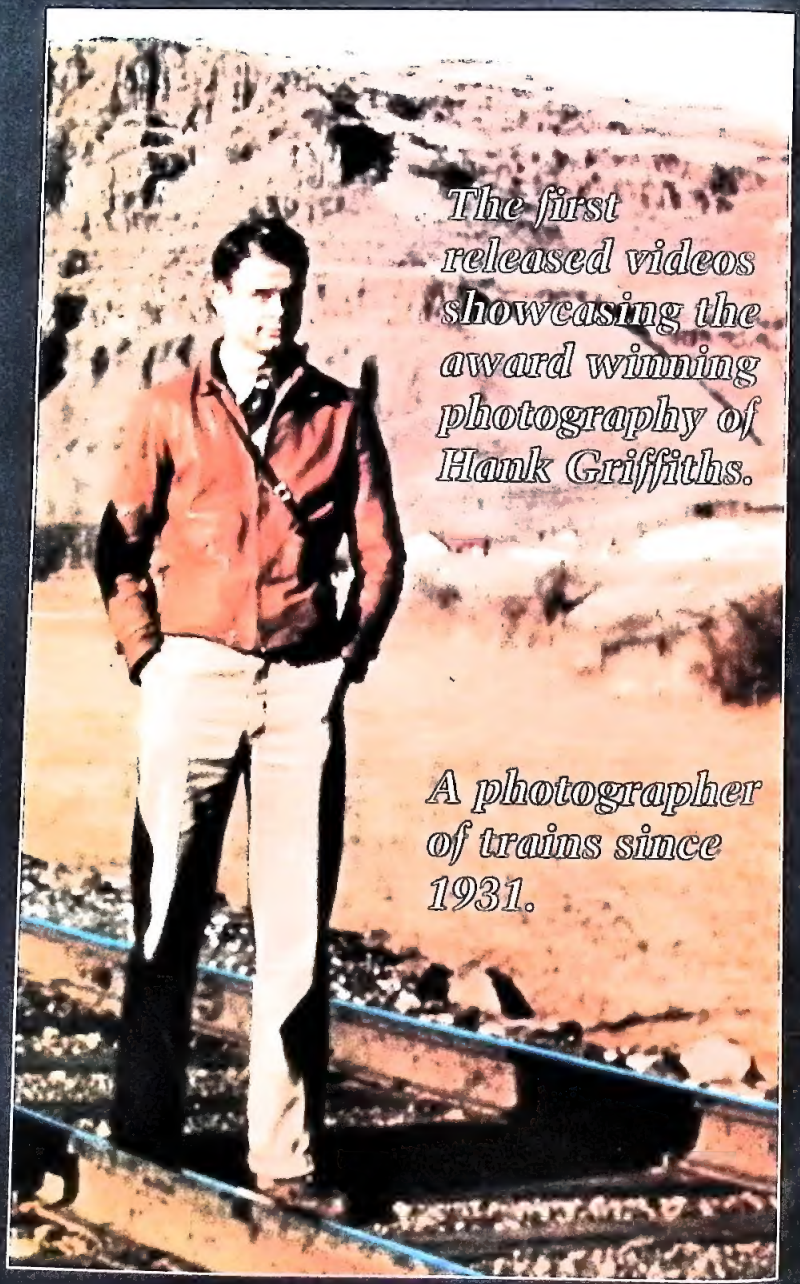
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KODACHROME: RICHARD L. BEAL

EMD's SD70Ms 7000 and 7001 were being moved on CSX Train 205 (with run-through Alcos off CP Rail Train 505) through Grand Rapids, Michigan, late on July 18, destined for Chicago. See page 46.

Railnews

AN HISTORIC SPIN on June 20 saw N&W 4-8-4 611 become the first steam in 33 years to ride the Williamson, W.Va., turntable (**right**). See page 46.

KODACHROME: F.J. AHERN

GRAND CANYON RAILWAY FPA4 6773 modeled its new owner's Pullman green paint at Williams, Ariz., (**below**) on July 10. See page 46.

KODACHROME: JOHN C. BENSON

EKTACHROME 200: GRAY TUTTLE

WACCAMAW COAST LINE and its subsidiary Waccamaw Excursions have some new units, including (right to left) ex-L&NW F7A 48, ex-VIA F9B 6622 and ex-CN F7A 9158, seen at Conway, South Carolina, on July 7. See page 46.

DULUTH & NORTHERN MINNESOTA 2-8-2 No.14 steamed past Lester River, Minn., on July 11 (**below**) to celebrate completion of its restoration. See page 46.

FUJICHROME VELVIA: DOUGLAS C. BAILEY

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From the Publisher's desk: Preservation Museums - 2

Among the better equipped railroad museum facilities is the Illinois Railway Museum at Union, Illinois, operating about five miles of track. The museum has some 230 pieces of equipment including nearly 40 steam and diesel locomotives plus a large fleet of trolleys. Picture a Russian Decapod, a Milwaukee Little Joe and an Illinois Terminal lightweight interurban trolley sharing the same tracks! IRM recently doubled the size of its steam loco shop, which now can accommodate two locomotive and tender projects at a time. Most of the trolleys and locomotives owned by the museum are kept under cover, greatly reducing maintenance costs.

IRM hasn't had any real problems with the Federal Railroad Administration which oversees safety. IRM is very safety conscious and adheres to stricter safety rules than is required by the Feds. They don't want any problems with the 200,000 passengers they transport each summer. Safety is the by-word.

Bob Walker, now a model railroad manufacturer, joined IRM in 1962 and is one of many who have contributed thousands of man-hours to projects there. IRM would like to see more younger railfans help on restoration work, which Bob says is hot and dirty and yet very satisfying.

The biggest problem at IRM, as with most museums, is money. Restoration of Milwaukee Road 4-8-4 265 is proceeding at a snail's pace, though IRM is fortunate in that it has the manpower and knowledge to do the work. It was estimated several years ago that a complete restoration would cost $250,000, and IRM has tried vigorously to obtain grant money from foundations, thus far with little success. Foundations up to now have not felt that locomotive preservation is where they want to donate their grant monies. We have a selling job to do.

Most railroad museums have registered with the Internal Revenue Service as non-profit organizations. There are many people who have bought trolleys and locomotives in the past and who, because of age or other problems, must dispose of their irreplaceable acquisitions. One of the benefits is the ability of museum benefactors to get a tax break on items they donate. Donors will want to be sure that any equipment donated to a museum is needed and wanted and will be kept in good repair or, at minimum, stored under a roof so that deterioration will be held in check.

There have been cases where people who have made donations to museums have been shocked to learn that the item they donated has been sold off for cash, scrapped for parts or traded off for something else. Remember that museums don't need duplicate items, but they do need money or spare parts, and if they can trade a surplus piece for something needed, they have every right to do so. When you give an item to a museum, title transfers to the museum. Be happy the museum has found a use for your former treasure.

Retired Disney animator Ward Kimball recently donated his Grizzly Flats 3-foot gauge backyard railroad to the Orange Empire Railway Museum in Perris, California, and also provided necessary funds for an enginehouse to protect the equipment. This is a wonderful way of preserving old equipment and also making a major improvement in a long established rail museum.

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Cover

After a chime whistle clears the downtown crossings and a soft exhaust punctuates its departure from the New Hope depot, New Hope & Ivyland's handsome Baldwin 2-8-0 No.40 strides across the trestle that was made famous in the silent film of *The Perils of Pauline*. The date is June 3, 1992, and this eastern Pennsylvania tourist hauler is undergoing yet another resurrection following more than a quarter of a century of ups and downs — and this time, hopefully, good management and a historically respectful image may breed success where gaudy paint and less professional efforts failed. NH&I conductor Kurt Bell relates the line's colorful history in his feature article beginning on page 68. Kodachrome by Mike Del Vecchio.

RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., Phil Hardin Road (Fredon-Springdale Road), Fredon Township, P.O. Box 700, Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1992 by Carstens Publications, Inc. Printed in U.S.A.

SUBSCRIPTIONS: U.S.A. and possessions: $25.00 per year, $47.00 for two years, $67.00 for three years. Foreign: $31.00 per year, $61.00 for two years, $90.00 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

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Fanmail

A Link with Rural Retreat

Very nice piece you wrote about Rural Retreat, and it looks like you picked the exact spot! Very nice, thanks.

O.WINSTON LINK
Mt. Kisco, N.Y.

The Michigan Shore(s)

It's always nice seeing one's work published, and I enjoyed seeing my slide of Michigan Shore 1077 in the August '92 issue. However, the railroad is the Michigan Shore Railroad, not Michigan Shores as you have captioned it. My slide was properly titled as well as the accompanying write-up. Not sure how the extra "s'" sneaked itself in there.

WILLIAM T. CLYNES
Saginaw, Mich.

16th Street Tower

Just wanted to make a correction of the caption of my photo of the Chicago Metra units on page 47 of the August '92 issue. That is 16th Street tower, not 18th Street. Sorry — I often confuse the two streets.

STEVE BROWN
Seattle, Wash.

Benson on life and Tunnel 2

Enjoyed the August issue with Mike Sawyer's nifty Chehalis Western cover (nice, timely feature, too) and of course, you have my full agreement on the aesthetics of Santa Fe's elegant(?) 800s. Always thought "elegant" was reserved for E-units, but these machines are righteous motors on their own merit. They indeed need that full canvas of a six-axle carbody to let the 'bonnet flow (and everything's better with a warbonnet on it, to rip off an old margarine commercial).

Recovering from a very interesting, long, long weekend down Tehachapi way. With all my vacation time smoked, figured I'd make he most of regular time off and go take a mini-vacation in the land of the Elegant 800s. With the lockout log jam breaking, it seemed the Hill would be crawling with trains last weekend. While it seems most of the traffic went bonkers on Friday, there was still a good residual layer going Saturday and Sunday and, to be sure, ATSF threw some nice warbonnet trains my way, the majority of them GEs. Did get a couple sets of 800s, but the one consist that got my down-on-your-knees-and-lick-the-drool-off-the-boots award was a set featuring the 812 followed by a mix of a couple blue SDs and 3751-helpers 95 and 97! Unfortunately, both 90s were running B-first, but still — what a display of six-axle red-and-silver.

Had usual motor vehicle mayhem along the way, but this time it was a fairly simple fix after resident Ford mechanic Dave Burton provided a tube of silicone to patch a leaking fuel line. Of course, had to spend time at Dave's soaking up a Snapple and watching

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Watch the action through Rondout, Illinois on the former Milwaukee Road's Chicago-Twin Cities Mainline. You'll see solid Milwaukee Road lashups, EJ&E SD38s and SD38-2s, BN detours, a Metra inspection train with CNW F7s, ex KCS SD40s, ex ICG SD40As, EMD demonstrator GP60s, and lots of Soo Line freight action.

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trains go by — one of these days, a feature on Dave and his neighbor Bruce and their backyards full of Tehachapi trains would make a great story. Anyway, Dave bailed me out, turned me onto a good camera store that even had Sunday hours and Tri-X 120 on the shelf (in Bakersfield, even!). Living high on the hog I was.

Got a nice early Sunday wake-up call from God with the rolling 7.4 quake out in the desert (heckuva way to awake atop Tunnel 2, hoping not to be trackside by nature of a tunnel collapse). So between lockout, quake delays and dead CTC on the mountain Monday afternoon, Tehachapi dispatchers were tearing their hair and I though I'd never stop changing film! Nice weekend, indeed!

TED BENSON
Modesto, Calif.

"Three Cs" No.15

Just picked up two copies of the August '92 issue, one for myself and one for my good friend retired Chehalis Western hoghead Ernie Kell. Ernie pulled-the-pin August 30, 1991, and I made a last run with him on August 13, 1991.

My association with the CW goes back to 1969, while a Milwaukee Road operator working depots at Chehalis and Western Junction. The CW was running out of Pe Ell then with FM 492 and C415 684. Hoggers were Don McLure (now deceased) and Larry Mallonee (who is retired and in poor health). Conductors were Ebby Haunreiter (retired) and Jim Essensa.

In steam days, Mikes 211 and 215 and Mallet 120 handled logs out of McDonald to South Bay. Saddletank Mallets 110 and 112 worked out of McDonald to the spurs in the woods. All of the above lokies worked out of Vail, too.

Jimmy Essensa's father was hoghead on Mike 101, both at Cherry Valley logging (Stillwater and Carnation, Wash.) and at Vail. Both Jimmy and Ernie grew up and lived in camp at Vail — Ernie's home in Rainier is the last house he lived in at Vail. Since 1982 I made a trip once each fall with Jimmy and Ernie as a birthday treat to myself. Initially we had three units and 90 logs. On the last trip I made, on August 13, 1991, we two units and 42 logs.

Two special mementos I have from the CW are Ernie's CW cap, a gift to me, and a yellow wind-breaker with a CW nose decal on its back. The decal was a gift from CW dispatcher "Mac" while in camp overnight on August 12, 1991. I shall miss the CW and its people greatly — it's an end of an era!

Just a note of correction to the Medi-Flue No.15 article in the same issue. The June 14, 1952, photo of "Three Cs" No.15 was taken by my father, Douglas E. Hubert. Author Martin Hansen is a very good friend of mine, and I gave him Dad's steam logging negative collection in 1991. I'm sure he had Dad's name correct when he submitted the photo to you folks.

DOUG HUBERT, JR.
Seattle, Wash.

Horseshoe Curve correction

I would like to offer a correction to the news item about the dedication of new visitor facilities at the Horseshoe Curve National Historic Landmark as noted on page 45 of the August '92 issue.

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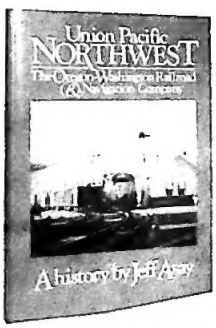

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First, the new facilities are *not* "under the banner of the National Park Service." The site is operated and managed by the Altoona Railroaders Memorial Museum in a 40-year operating agreement with the City of Altoona, lessor of the property from Conrail. There are no National Park Service personnel employed at the Curve facilities. The National Park Service did, however, provide technical assistance and planning and design guidelines for the new facilities.

Principle funding for the development came from the Southwestern Pennsylvania Heritage Preservation Commission, administered and supported by the National Park Service. Funding for roadway and bridge improvements came from the Pennsylvania Department of Transportation. The Railroaders Memorial Museum also contributed substantial funding for the improvements. .

Also, Pennsylvania Governor Robert P. Casey was *not* on hand at Horseshoe Curve on dedication day. The governor and the entire cabinet from the Commonwealth visited Horseshoe Curve on April 9 as part of a Pennsylvania program which brought "Capitol For A Day" to Altoona (the governor and cabinet were transported to and from Harrisburg on board Conrail's business train).

During the two months since the new facilities opened at Horseshoe Curve over 47,000 have visited the site; just over 20,000 have ridden the funicular to the Curve elevation.

Conrail CEO James Hagen has visited the new Visitor Center twice since its opening. Conrail is presently restoring the small stone maintenance of way building at the Curve to its original condition. Conrail has also signed contracts to do "selective tree clearing" on its property at Horseshoe Curve.

PETER D. BARTON, Executive Director
Railroaders Memorial Museum
Horseshoe Curve
National Historic Landmark
Altoona, Pa.

About R&N's new U-boats

I noted with interest the August 1992 news item on the Reading & Northern U23Bs. Perhaps without even knowing it, Andy Muller has gotten involved in the business of historic diesel preservation.

The R&N U23s are part of the group 2789-2798 built new for Conrail in April 1977. As such, they are amongst the first group of new locomotives ordered by the carrier. In contrast to that fact, they are the last group of U-series locomotives constructed by GE, which makes the 2798 the last "U-boat" constructed at Erie!

While I do not want to nitpick, the reference to solid green U30Bs on page 46 should read U33Bs.

DAVE KORNFELD
Denville, N.J.

I'm not sure R&N-owner Andy Muller knew that his U23s were significant, but he did say during a recent Railfan Weekend that the new units had only a few hundred miles since major overhauls and that they were reasonably priced. Andy added that he felt Conrail was the very best place to purchase used locomotives as Altoona Shops made repairs and painted these units as part of the deal. One day into service the 2399 burned out a traction motor, and Conrail picked up the unit, installed a brand new traction motor and returned 2399 free of charge. Having dealt with used locomotives all of his railroad life, Andy said that kind of service means a lot to a railroad like his — M.D.

and Les Kozma

In "Changes on CPR's Radville Sub" in the August 1992 issue of R&R, Leslie S. Kozma's name was inadvertently omitted as a co-author.

CHARLES W. BOHI
White River Jct., Vt.

We found the missing byline and included it above. Sorry, Les — M.D.

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The Akron Canton & Youngstown, or AC&Y, was a 170 mile railroad located in Ohio, and operating West out of Akron to Delphos, near the Indiana border. There it connected to the Nickel Plate. The AC&Y was entirely Fairbanks-Morse and Alco powered. Emery followed this road from the early 60's until its demise and merger into the N&W.

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Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1992 Excursion Season. The following listings indicate **Date**, locomotive, route and (sponsoring organization). See coded listings at the end for addresses of the sponsoring organizations and contact them for tickets, fares and specific details. Engine 611 is N&W Class J 4-8-4 and 4501 is Southern Railway 2-8-2.

September 12, 4501 Asheville, N.C., to destination to be announced (ASHV); **September 13**, 4501 Asheville to Bulls Gap, Tenn., and return (ASHV); **September 19**, 611 Cincinnati, Ohio, to Muncie, Ind., and return (CRC); **September 20**, Cincinnati to Danville, Ky., and return (CRC); **September 26-27**, 611 Lexington, Ky., to Chattanooga, Tenn., with overnight layover and return (BGRM).

October 3-4, 4501 Huntsville, Ala., to Chattanooga round trip each day (NARM); **October 10**, 611 Roanoke to Walton, Va., two round trips (RNRH); **October 11**, 611 Roanoke to Bluefield round trip (RNRH); **October 17**, 611 or 4501 Greenville, S.C., to Atlanta and return (GVN); **October 18**, 4501 Greenville to Columbia, S.C., round trip (GVN); **October 24**, 611 Charlotte to Asheville, N.C., via Salisbury round trip (PCCN); **October 25**, 611 Charlotte to Asheville via Saluda Hill round trip (PCCN); **October 31**, 611 Greensboro, N.C., to Roanoke and return (GNRH); also in **October**, trips will be run out of Chattanooga for (TVRM).

November 1, 611 Greensboro to Asheville, N.C., round trip (GNRH); **November 7**, 611 Atlanta to Toccoa, Ga., round trip (ANRH); **November 8**, 611 Atlanta to destination to be announced (ANRH); **November 14-15**, 611 Birmingham, Ala., to Chattanooga and return each day (HOD).

The sponsoring organizations are: (ANRH) Atlanta Chapter NRHS, P.O. Box 333 Tucker, GA 30085; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Co., 523 Merriman Ave., Asheville, NC 28804; (CRC) Cincinnati Railroad Club, P.O. Box 27050, Cincinnati, OH 45227; (GNRH) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (NARM) North Alabama Railroad Museum, P.O. Box 4163, Huntsville, AL 35815; (PCCN) Piedmont Carolinas Chapter NRHS, P.O. Box 11753, Charlotte, NC 28220; (RNRH) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (TVRM) Tennessee Vaalley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421-2119.

WOMEN AND THE AMERICAN RAILROAD, a traveling exhibition curated and produced by noted rail photographer and historian Shirley Burman, will be on display at the following locations on dates shown. Historic and contemporary photographs and artifacts document the participation of women in the development, management and operation of railroads since 1839.

Jersey City, New Jersey, through September 30. Journal Square Transportation Center, One PATH Plaza.

Brooklyn, New York, February 28-April 30. New York Transit Museum, 130 Livingston Street.

SANTA FE 4-8-4 3751 company trip from Los Angeles to Chicago and return in connection with Topeka Railroad Days (see listing below). Movements listed are *not* open for public excursions, but public festivities are planned for some major station stops en route. Super Fleet diesels will be coupled behind 3751 throughout the trip.

September 1 Belen-Amarillo; **September 2** Amarillo-Wellington; **September 3** Wellington-Kansas City; **September 4** Kansas City-Topeka; **September 5-7** on display at Topeka Railroad Days; **September 8** Topeka-Fort Madison; **September 9** Fort Madison-Chicago; **September 10** Chicago-Fort Madison; **September 11** Fort Madison-Kansas City; **September 12** Kansas City-Wellington; **September 13** Wellington-Amarillo; **September 14** Amarillo-Belen; **September 15** Belen-Needles; **September 16** Needles-Hobart (Los Angeles).

UP 4-6-6-4 3985 tour to the 1992 Republican National Convention in Houston. *Some* of the movements listed below are *not* open to the public. Contact the sponsoring organization(s) as listed for further details.

September 1 Little Rock-Van Buren, Arkansas (LRC); **September 2** Van Buren, Arkansas,-Parsons, Kansas, (LRC); **September 4** Parsons-Kansas City (SHRHS), followed by deadhead move to Topeka; **September 4-7** Railroad Days at Topeka, excursions from S10 (TRD); **September 8** deadhead Topeka-Marysville; **September 9-10** freight runs Marysville-North Platte-Cheyenne.

For further information, send LSASE to the appropriate sponsoring organization(s): (UPHS) Union Pacific Historical Society c/o Don Snoddy, 1416 Dodge Street, Room 114, Omaha, NE

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68179; (CORHS) Central Oklahoma Chapter NRHS, 1105 Garden Grove, Yukon, OK 73099, (GCC) Gulf Coast Chapter NRHS, P.O. Box 457, Houston, TX 77001, (AOSM) Age of Steam Museum, c/o Challenger Trip, P.O. Box 153259, Dallas, TX 75315; (GETTS) Great East Texas Train Society, P.O. Box 2543, Longview, TX 75606; (LRC) Little Rock Chapter NRHS, P.O. Box 9151, No. Little Rock, AR 72119-9151; (SHRHS) Smoky Hill Railway & Historical Society, 502 S Walnut, Belton, MO 64012; (TRD) Topeka Railroad Days Inc , 700 SW Jackson, Suite 707, Topeka, KS 66603.

TOPEKA, KANSAS, September 4-7 7th Annual Topeka Railroad Days featuring UP 4-6-6-4 3985 and Santa Fe 4-8-4 3751 Contact: Pam Walstrom, Topeka Railroad Days, 700 S.W Jackson, Suite 707, Topeka, KS 66603, 913/232-5533.

TOUR OF STAMPEDE PASS September 12-13. Two-day on-site field seminar and walking tour of legendary NP grade and 2-mile Stampede Tunnel east of Seattle in the Washington Cascades, sponsored in part by the U.S National Park Service and the U.S. Forest Service. Each person should bring a flashlight, wear shoes or boots appropriate for trail and roadbed walking, and have clothing for all possible weather conditions Overnight stay at nearby ski chalet includes slide presentation, breakfast, lunch and dinner. $65 For free catalog and information, contact. Jean Tobin, Coordinator, Pacific Northwest Field Seminars, 83 S. King Street #212, Seattle, WA 98104.

ELGIN, JOLIET & EASTERN EXCURSIONS September 12-13. Saturday: Waukegan, Illinois, to Gary, Indiana; coach $125, first class $225. Sunday: Whiting, Indiana, to Beven, Illinois; coach $100, first class $200. Both days: coach $195, first class $375. Minimum of two photo runbys on each trip. Hosted by Mike Blaszak. Contact: Rail Challenge Ltd., Box 8222, Bartlett, IL 60103-8222.

BLUEWATER MICHIGAN CHAPTER NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 (313/399-7963) is sponsoring the following excursions and events:

September 12-13, Detroit and Dearborn to Marshall, Michigan, on Amtrak for Historic Homes Tour. Adults $65, children $45.

September 26 and October 3, Windsor to Toronto, Ontario, on VIA and TTC with tour guide. Adults $105, children $85.

October 9-11, Birmingham, Michigan, to Kitchener, Ontario, for Oktoberfest. $295 per person double occupancy, $335 per person single occupancy.

SCRANTON, PENNSYLVANIA, September 18-20. "Railphoto '92" weekend at the Steamtown National Historic Site, sponsored by the Steamtown Volunteers Association. Motive power will be CPR 4-6-2 2317 and CNR 2-8-2 3254, with numerous visiting diesels on display. Friday round trip steam excursion on D&H to Kingsley and night photo session. Saturday round trip to Carbondale on Lackawanna Valley with a different steam

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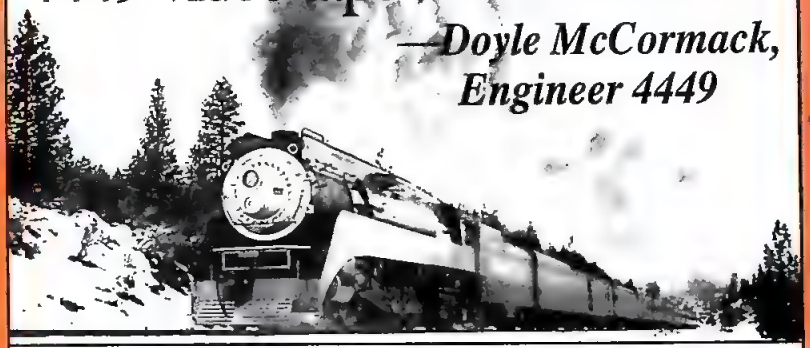

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locomotive in each direction; evening banquet at Lackawanna Station Hotel. Sunday round trip steam doubleheader on D&H to Binghamton, N.Y. Saturday and Sunday trips will have photo runbys. For full details and fares, send SSAE to: Steamtown Volunteer Assn Inc., P.O. Box 448, Chinchilla, PA 18410-0448.

COLORADO RAILROAD MUSEUM (P.O. Box 10, Golden, CO 80402, 303/279-4591) will steam up narrow gauge 2-8-0 346 and operate the "Galloping Goose" railcar on the following dates
September 19-20
December 5-6

PORTOLA, CALIFORNIA, September 19 7th Annual Feather River Rail Society Railfan's Day at Portola Railroad Museum, 10am-midnight. Photograph and ride over a dozen different diesel-powered freight and passenger trains plus swap meet, motorcar rides, multi-media shows and night photo session with recently acquired O&NW Baldwin AS616s 3 and 4 and O&NW caboose 300. Admission $8 in advance, $10 the day of event, under 16 free, swap meet tables $10. Contact: FRRS Railfan's Day, P.O. Box 608, Portola, CA 96122; 916/832-4131.

DURANGO, COLORADO, September 19. Special Photographers' Train on the Durango & Silverton. Mixed train will make photo runbys in both directions, rain or shine. Tickets ($37.15) must be purchased in advance. Phone 303/247-2733 and ask for "Photographers' Special" or contact: Durango & Silverton Narrow Gauge Railroad, 479 Main Avenue, Durango, CO 81301.

NORTH CONWAY, NEW HAMPSHIRE, September 19. Annual "Railfan's Day" at the Conway Scenic Railroad featuring steam and diesel power on freight, mixed and passenger trains. Send SASE to: Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860; or phone: 603/356-5251.

UNION, ILLINOIS, September 19. Wisconsin Electric Railway Historical Society/East Troy Trolley Museum 25th Anniversary Reunion at Illinois Railway Museum, Route 31 six miles south of I-90. All past and present TWERHS members are invited. Contact: TWERHS, P.O. Box 1926, Milwaukee, WI 53201.

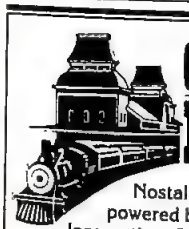
LET'S TRAVEL TOURS, P.O. Box 2768, Riverside, CA 92516-2768 (714/787-8350), is sponsoring the following excursion:
September 20-28, Utah fall colors tour of Bryce Canyon, Zion, Grand Canyon and other scenic attractions via Amtrak and Highway 12. From $930.

SILVER SPRING, MARYLAND, September 20. National Capital Trolley Museum Annual Fall Open House, noon-5pm. All of the museum's historic streetcars will be operating or on display, including DC Transit Car 0522. Visitors will be able to ride as many as six trolleys. Trolley fare $2, under 18 $1.50, admission to museum exhibits and grounds free. For information phone: 301/384-6088.

LOSANGELES-TO-ALBUQUERQUE September 25-October 6. Ride ex-Santa Fe Pullman *Palm Leaf* to Albuquerque Balloon Festival and Northern New Mexico Tour. Departs Los Angeles 8:30pm September 25 and returns to L.A. approximately 8am October 6. Complete round trip package $1649 per person, double occupancy. Rail trip only, one way $795, round trip $425. Contact: Jim Gerstley, 310/452-7993 or Jerry Weisman, 310/657-7392.

EAST BROAD TOP BUS CHARTER, September 26. Delaware Valley Chapter NRHS will sponsor a charter bus departing the SEPTA Park-and-Ride lot in Yardley, Pennsylvania, (New Hope exit off I-95) at 7am for trip to East Broad Top Railroad and Rockhill Trolley Museum. Adults $27, under 12 $24.50. Send payment and SASE to: Delaware Valley Chapter c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067.

WHIPPANY, NEW JERSEY, September 26. Railroad Festival '92 at Whippany Railway Museum, Route 10 West & Whippany Road, 11am-4:30pm. Equipment and exhibits from Morristown



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DEARBORN, MICHIGAN, September 26-27. Railroad Days at Henry Ford Museum & Greenfield Village. Displays and demonstrations of historic and modern locomotives and cars, including 1926 CPR snowplow (page 47, May 1992 R&R). Contact: Henry Ford Museum & Greenfield Village, P.O. Box 1970, Dearborn, MI 48121-1970; 313/271-1620.

SNOW HILL, MARYLAND, September 26-27 Annual Ocean City Sunfest and Snow Hill Heritage Weekend Vintage train excursions from Berlin to Snow Hill via the Maryland & Delaware. Antique show and sale, riverboat rides, entertainment. Contact: Worcester County Tourism, P O. Box 208, Snow Hill, MD 21863, 800/852-0335.

WICHITA FALLS, TEXAS, September 26-27. Rock Island Technical Society Southern Division Regional Meeting at Wichita Falls Activity Center, 10am-5pm both days, plus Saturday evening. Admission $16 Contact: Steve Goen, P.O. Box 8082, Wichita Falls, TX 76307; 817/322-2294

BLUE MOUNTAIN & READING Iron Horse Rambles will see GM&N 4-6-2 425 powering excursions out of West Leesport, Pennsylvania, on the following dates. For reservations and information contact: Blue Mountain & Reading Railroad, P O Box 425, Hamburg, PA 19526; 215/562-2102 or 215/562-4083 (ticket orders only may call 800/345-7215) Fares shown are for adults/children/dome. Child fares (12 and under) good for one child per adult in coach only, additional children at adult fares. Dome fares accepted by phone on first-come basis only.

September 26 11am to Schulkill Haven, $10/$5/$25.

October 11 9am to Tamaqua, $27/$5/$47; **October 17** 8am to Jim Thorpe, $35/$5/$55; **October 25** 9am to Tremont/Donaldson, $29/$5/$49.

BLISSFIELD, MICHIGAN, October 3. Excursion on entire Adrian & Blissfield Rail Road between Adrian and Riga departs Blissfield at 9am, returns 1:30pm. Fare $25, optional box lunch $7 or four-course prime rib or swordfish luncheon in dining car $25. Phone 517/265-3626 or send SASE to: A&BRR, 708 East Michigan Street, Adrian, MI 49221.

LONG ISLAND SUNRISE TRAIL CHAPTER NRHS, on October 3, will operate a diesel-powered excursion utilizing coaches, gondolas and cabooses, to Greenport, New York. Unusual motive power. For information send LSASE to LISTNRHS, P.O. Box 507, Dept. T, Babylon, NY 11702.

BOSTON, MASSACHUSETTS, October 3. Vermont Foliage Special chartered train to Windsor, Vermont, via Conrail and Central Vermont. Depart Boston South Station 8am with additional boarding in central Massachusetts. Adults $55, ages 5-16 $40, children under 5 in lap free. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486 or phone: 617/361-4445.

WASHINGTON, D.C./BALTIMORE, MARYLAND, October 3, *Strasburg Special* round trip excursion to Strasburg, Pennsylvania. Ride special Amtrak train from Washington or Baltimore to Leaman Place, then transfer to special steam-powered Strasburg Railroad train. Adults $85, ages 5-11 $75, first class $179. Send SASE to: Washington DC Chapter NRHS Strasburg Special, P.O. Box 3472, Laurel, MD 20709-3472 or phone: 301/495-9668.

AAPRCO CONVENTION SPECIAL October 5-12. Depart Chicago 10pm October 5 on private cars *Caritas, Cimarron River* and *Silver Palace* for trip to Hoboken, New Jersey, for AAPRCO Convention. Travel via Conrail Chicago-Buffalo-Binghamton-Port Jervis-Warwick, then NYS&W and NJ Transit Warwick-Hoboken. Scenic highlights include Portageville Trestle, Starrucca Viaduct, Delaware River and Sparta Mountain. Meals

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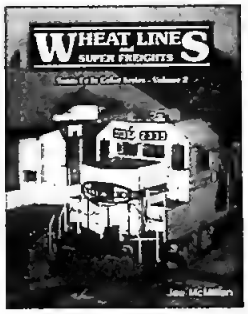

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en route. $995 round trip plus convention registration fee. Sleeping car occupancy at Hoboken at additional cost. Contact: High Iron Travel, Box 50116, Minneapolis, MN 55405; 603/382-4515.

DU BOIS, PENNSYLVANIA, October 8-11. B&O Railroad Historical Society Annual Convention. Ride the Knox, Kane & Kinzua and tour ex-B&O facilities. Slide shows, banquet, model and photo contests and railroadiana sales. Contact: B&OHS, P.O. Box 13578, Baltimore, MD 21203-3578; 410/592-7034.

ESSEX, MONTANA, October 9-11. 12th Annual Alta-Mont Railfan Weekend at Izaak Walton Inn. Photograph BN and Amtrak on spectacular Marias Pass during the day and show or swap your slides with fellow railfans in the evening (bring up to 25 of your best slides to show). First slide show begins Friday at 9:45pm. Lodging available at Izaak Walton Inn if you reserve early by phoning 406/888-5700. Lodging also available at East Glacier Park, Browning and other points along U.S. Highway 2. Delta Airlines offers discount for those flying to Kalispell, mention File K33111 when making reservations. Amtrak's *Empire Builder* provides daily service to Essex, and a variety of rental vehicles are available there. Railfan Weekend Registration $7. For details send SASE to: Richard Yaremko, 116 Deercross Road SE, Calgary, ALTA T2J 6G7 or Larry Zeutschel, Box 206, East Helena, MT 59635.

SCOTTSDALE, ARIZONA, October 10-11. Railfair '92 at McCormick Railroad Park, Indian Bend and Scottsdale roads, 10am-5pm, celebrating the 20th anniversary of Maricopa Live Steamers. Ride and watch two giant scale railroads with live steam and diesel power. Plus full-scale equipment, model clinics and demonstrations, Arizona railroad information and more. Send SASE to: Bob or Rose, McCormick Railroad Park, 7301 E Indian Bend Road, Scottsdale, AZ 85250.

GREENBANK, DELAWARE, October 10, 17 and 24. Autumn Leaf Specials to Hockessin on Wilmington & Western. Two 20-mile round trips per day behind 1909 Alco 4-4-0 No.98. Only public trips up the 1.5% Hockessin Hill this fall. Charter service available with PRR Doodlebug 4662 year around. Contact: WWRR, P.O. Box 5787, Wilmington, DE 19808; 302/998-1930.

DAYTON, OHIO, October 11. Trolleybus trip sponsored by Ohio Museum of Transportation. Seating limited to 45. $20. Contact: Norm Znidarsic, 12061 Bradford Drive, Chardon, OH 44024; 216/286-9649 weekdays after 7pm.

CHAMA, NEW MEXICO, October 12-13, and 17-18. (First weekend is sold out; second weekend is tentatively scheduled pending adequate ticket response.) "The Ultimate" narrow gauge freight charter trip with K37 and K36 locomotives authentically lettered D&RGW on 25-car freight from Chama to Antonito and return with helpers. Over 30 photo runbys are planned, plus night session in Chama. $475 Contact: C&TS Freight, P.O. Box 43054, Birmingham, AL 35243.

PINE BLUFF, ARKANSAS, October 16-18. Cotton Belt 4-8-4 819 excursion to Tyler, Texas (layover at Tyler October 17). Numerous intermediate stops available. Coach: one way $100, round trip $150. First class: one way $125, round trip $200. Segments between intermediate points $15 each in Arkansas, $10 each in Texas. Contact: Cotton Belt Rail Historical Society, P.O. Box 2044, Pine Bluff, AR 71613; 501/541-1819.

BOSTON, MASSACHUSETTS, October 17. Berkshire Foliage Special chartered train to Albany, New York, via Washington Hill and State Line Tunnel on Conrail's ex-B&A route. Depart South Station 8am with additional boarding in central Massachusetts. Adults $60, ages 5-16 $45, under 5 in lap free (fare includes lunch and activity). Send SASE to Mystic Valley Railway Society, P.O. Box 486 Hyde Park, MA 02136-0486 or phone: 617/361-4445.

NEW RIVER TRAIN October 17-18, 24-25. Scheduled steam power is NKP 2-8-4 765. One photo runby on each trip, weather permitting. Depart Huntington, West Virginia, 8am; arrive Hinton 2:30pm; depart Hinton 5:00pm, arrive Huntington 10pm; additional stops both directions at St. Albans and Montgomery. Adult $75, child $55. Tickets sold at: Bank of Huntington, 4th Avenue & 10th Street; Fountain Hobby Center, 200 West Washington, Charleston, West Virginia; Chapter Office, 1429 Chestnut Street, 2nd Floor, Kenova, West Virginia, and AAA Offices in Ohio at, 624 S. Fourth, Ironton; 710 Wallot Street, Portsmouth; and 141 W. Main, Chillicothe. For details phone: 800/225-5982 or 304/768-4323 or write: C.P. Huntington Railroad Historical Society, P.O. Box 1252, Ashland, KY 41105-1252.

MIDDLETOWN & HUMMELSTOWN EXCURSIONS will depart from Race Street Station in Middletown, Pennsylvania, on the following dates. For more information contact: Middletown & Hummelstown Railroad, 136 Brown Street, Middletown, PA 17057; 717/944-4435.

October 17-18, 24-25: Fall foliage trips 1, 2:30 and 4pm. Adults $5, children $2.75.

October 31: Halloween Specials 1, 2:30 and 4pm. Adults $5, children $2.75.

CEDARBURG, WISCONSIN, October 24, 25, 31 and November 1. "Kettle Moraine Limited" will operate over Wisconsin Central's ex-Milwaukee Road line to Hilbert and return, 126 miles. Coach $53, first class $89. Contact: GLC Rail Charters, P.O. Box 2554, Kingsford, MI 49802-2554.

PERRIS, CALIFORNIA, October 24-25. Fall Rail Festival at Orange Empire Railway Museum, 2201 South A Street, 9am-5pm. Ride a variety of restored trolleys and steam-powered trains, including a 1918 Pacific Electric Red Car and a 1901 Insh double-deck trolley. Plus antique auto display, live entertainment and refreshments. Admission and one-day unlimited ride pass $8 for adults, $6 for ages 6-11 and free for ages under 6. Located along Santa Fe's picturesque San Jacinto branch and equally close to main line action at Cajon Pass and Beaumont Hill. For information phone OERM at 714/657-2605.

ELY, NEVADA, October 31-November 1. Nevada Northern Spectacular. **Saturday:** Morning run on Mill Branch "Hiline" to McGill Smelter with 1910 Baldwin 4-6-0 No.40 and heavyweight passenger cars. Same train will make afternoon run up Robinson Canyon and through Tunnel 1 to Keystone. Second run Ely-Keystone will be made with wooden freight cars. Possible doubleheader with Alco 2-8-0 No.93. Lunch, banquet, night photo session and lodging included. **Sunday:** Morning and mid-day mixed trains to McGill with No.40 and then Alco RS3 diesel. Early afternoon run to Keystone with No.40 and RS3 together. Lunch included. $395. Contact: Trains Unlimited Tours, P.O. Box 1997, Portola, CA 96122; 916/836-1745.

PARKERSBURG, WEST VIRGINIA, October 31-November 1. Excursions on CSX to Clarksburg (Saturday) and Ravenswood and St. Marys (Sunday). For details phone: 800/553-6108 or write: C.P. Huntington Railroad Historical Society, P.O. Box 1252, Ashland, KY 41105-1252.

October 31 Depart Parkersburg 8am, Clarksburg 2-3:30pm, return Parkersburg 9:30pm. Adult $60, ages 3-12 $40, deluxe $95, premium $125.

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November 1 Depart Parkersburg 8am, arrive Ravenswood 10am, return Parkersburg noon; depart Parkersburg 1:30pm, arrive St. Marys 3:30pm, return Parkersburg 5:30pm. Either trip, adult $20, ages 3-12 $10, first class $35.

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PARIS, FRANCE, October 18. "Champagne Limited" steam excursion featuring ex-SNCF 1946 Baldwin 2-8-2. Day-long round trip to Epernay for lunch and tour at famous champagne cellars. Dining onboard. Contact: AJECTA, Depot Des Machines: B.P. No.1, 77650 Longueville, FRANCE; or phone 1-64-08-60-62.

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RAILROADIANA MEETS

SAN ANTONIO, TEXAS, September 12. Alamo Model Railroad Engineers Fall Train Show at Seven Oaks Hotel and Conference Center, 1400 Austin Highway, 9:20am-4pm. Admission $3, family $5. Contact: Paul Steves c/o AMRE, 11731 Wetmore Road, San Antonio, TX 78247; 512/494-6350.

BOONE, IOWA, September 12. Chamber of Commerce Puffer Billy Days at Sacred Heart School Gym, 11 & Marshall, 9am-5pm. Tables $15.50. Contact: S.D. Magee, P.O. Box 872, Mason City, IA 50401.

CLASSIC TRAINS AND EXHIBITIONS will host its train show 10am-4pm at the following locations on dates shown. Admission $2, under 13 free, tables $15-20. For more information, contact Jon Emil Ulbright and Glenn Groff, 3385, Brigadoon Circle SW, Dalton, OH 44618.

New Philadelphia, Ohio, September 13, Student Union at Kent State University, Tuscarawas Campus on University Drive.

Pittsburgh, Pennsylvania, September 27, Sheraton Inn Pittsburgh North, 910 Sheraton Drive North.

Parkersburg, West Virginia, October 4, Holiday Inn, U.S. Route 50.

Wooster, Ohio, October 11, Ohio Agricultural Research and Development Center, Fisher Auditorium, State Route 302.

Cuyahoga Falls/Akron, Ohio, October 18, Sheraton Suites Cuyahoga Falls, 1989 Front Street.

Sandusky, Ohio, October 25, Radisson Harbour Inn, 2001 Cleveland Road.

Canton, Ohio, November 1, Canton Hilton, 320 Market Avenue South.

Newark, Ohio, November 22, OSU/Central Ohio Technical College.

Pittsburgh, Pennsylvania, November 29, Sheraton Inn Pittsburgh North, 910 Sheraton Drive North.

WINSLOW, NEW JERSEY, September 13. Winslow Junction Scale Train & Railroadiana Meet at Winslow Fire Hall, Hall & Hay streets, 10am-3pm. Admission $3, family $5. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 until 9pm.

ROCHESTER, NEW YORK, September 13. Rochester Model Railroad Club Railroadiana Meet, Train Show & Flea Market at Eastman Kodak Recreation Center, 200 Ridge Road West, 9am-3pm. Adults $2, children $1. Refreshments available. Contact: Jeff Hands, 68 Wilbur Street, Rochester, NY 14611; 716/328-6999 or Robert Achilles, 835 Jaclyn Lane, Webster, NY 14580; 716/671-1210.

ST. LOUIS, MISSOURI, September 19. McDonnell Douglas Railroad Club Railroad Swap Meet at South County Recreation Complex, 6050 Wells Road, 10am-3pm. Admission $1, under 12 free, tables $12. Contact: Bill Holmes, 1402 Langholm Drive, Florissant, MO 63031; 314/837-5664 after 6:30pm Central Time.

JOLIET, ILLINOIS, September 20. Blackhawk Chapter NRHS Swap Meet at American Legion Harwood Post, I-80 at Larkin Avenue, 9am-2pm. Admission $1, under 5 free, tables $10.

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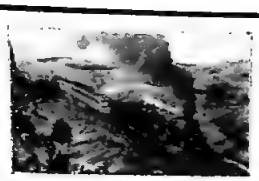

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PEORIA, ILLINOIS, September 20. Illinois Valley and River City Railroad Clubs Peoria Train Fair at Illinois Central College, Routes 116 and 24, 11am-3pm. Admission $2, under 13 free, tables $7 in advance. Contact: Bob Lehman, 21 W Rutledge, Bartonville, IL 61607; 309/697-3012.

MAUMEE (TOLEDO), OHIO, September 20. Friends of Toledo Model Railroaders 10th Fall Railroadiana & Model Railroad Show and Sale at Lucas County Recreation Center, 2901 Key Street, 11am-4pm. Over 375 tables. Adults $2.50, children $1. Contact: Joyce Sorgenfrei, 6245 Foxcroft Road, Toledo, OH 43615; 419/841-7492, 419/843-3334 or 419/536-1232.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission $5, under 12 free with adult. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784, 410/795-7447.

Hempstead, New York, September 26-27. Hofstra University Physical Fitness Center.

Alexandria, Virginia, October 3-4. Mt. Vernon High School, Sunday hours 1pm-5pm.

Edison, New Jersey, October 31-November 1. Raritan Center Expo Hall.

Cherry Hill, New Jersey, November 14-15. Garden State Park.

Monroeville, Pennsylvania, November 21-22. Pittsburgh Expo Mart.

Wilmington, Massachusetts, November 28-29. Shriner's Auditorium.

WINTER GARDEN, FLORIDA, September 26. Florida Chapter NRHS Railroadiana, Model and Toy Train Show & Sale in Tanner Auditorium, West Garden Avenue on Lake Apopka, 10am-2pm. Admission $2, under 12 free. For information and table reservations send SASE to: David Rhea, 906 Center Street, Ocoee, FL 34761; 407/656-8749.

RUTLAND, VERMONT, September 26. Rutland Railroadiana & Model Railroad 8th Annual Meet at Vermont State Fairgrounds, U.S. Route 7 South, 10am-4pm. Admission $3, under 12 free with adult. Contact: Karen or Neil Korpl, 43 Hemlock Road, Milton, UT 05468; 802/893-4157.

HICKORY, NORTH CAROLINA, September 26-27. 6th Foothills Toy & Train Show at American Legion Fairgrounds, Highways 70/321 East, 9am-4pm Saturday, 10am-3:30pm Sunday. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

WICHITA FALLS, TEXAS, September 26-27. Wichita Falls Railroad Museum Zephyr Days Annual Railroad Show & Festival at Wichita Falls Activity Center, 10am-5pm Saturday, 12-5pm Sunday. Admission $2, family $5. Contact: Steve Goen, P.O. Box 8082, Wichita Falls, TX 76307; 817/322-2294.

GREENVILLE, OHIO, September 27. 13th Greenville All Train Flea Market at Darke County Fairgrounds, 10am-3pm. Antiques and collectibles, models in all scales, food and drink available. Admission $2, tables $10 [illegible] Contact Larry Zeller, 4646 W. U.S. Route 36, Piqua, [illegible] 513/773-7186.

ALLENTOWN, PENNSYLVANIA, September 27. Lehigh Valley Chapter NRHS Railroadiana and Model Railroad Show & Sale at Dieruff High School, Washington & Irving Streets (2 miles south of U.S.22 at Airport Road exit), 10am-4pm Admission $4, family maximum $5 Contact: Paul A. Kuehner, P.O. Box 300, Laurys Station, PA 18059; 215/261-0133

HANOVER, PENNSYLVANIA, October 2-31 Hanover Area Art Guild Annual Railroad Art and Photography Show & Sale 10am-5pm Fridays, Saturdays and Sundays. Railroadiana displays. Free admission. Contact: Railroad Show c/o 32 Carlisle Street, Hanover, PA 17331; 717/632-0982

PERRIS, CALIFORNIA, October 3 Fall Railroadiana Swap Meet at Orange Empire Railway Museum, 2201 South A Street, 9am-2pm. Photos, lanterns, tableware, signs, timetables and antiques. Trolleys and trains will operate 11am-5pm. Admission to swap meet and all-day ride pass $5 for adults, $3 ages 6-11, under 6 free. Non-commercial exhibitor spaces $5 (includes ride pass). Contact: OERM, 2201 South A Street, Perris, CA 92370; 714/943-3020.

FAYETTEVILLE, NORTH CAROLINA, October 3. 3rd Sandhills Toy & Train Show at Charlie Rose Expo Center, 121 E. Mountain Road, 9am-5pm. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

GREAT AMERICAN TRAIN SHOW will be held 12-5pm on the following dates Adults $5, under 12 free with adult. For information phone GATS Limited, 708/834-0652.

October 3-4, Des Moines, Iowa. Veterans Memorial Auditorium, 833 Fifth Avenue.

October 10-11, Houston, Texas. Sam Houston Coliseum, 810 Bagby.

October 17-18, Raleigh, North Carolina. Raleigh Civic Center, 500 Fayetteville Street Mall.

October 24-25, Fort Wayne, Indiana. Allen County War Memorial, 4000 Parnell Avenue.

October 31-November 1, Kansas City, Missouri. Kansas City Municipal Auditorium, 14th & Central.

November 7-8, Detroit, Michigan. Michigan Expo & Fairgrounds, 1120 West State Fair.

November 14-15, Dallas, Texas. Dallas Convention Center, 650 South Griffin.

November 21-22, Denver, Colorado. National Western Stock Show, 4655 Humboldt Street.

November 28-29, Pomona, California. Los Angeles County Fair & Expo Complex, White & McKinley avenues.

November 28-29, Collinsville, Illinois. Gateway Center, One Gateway Drive.

WALLINGFORD, CONNECTICUT, October 4 and November 29. New York, New Haven & Hartford Toy and Train Meet at Zandri's Stillwood Inn, 1074 South Colony Road, U.S. Route 5, Exit 13 off I-91, 9am-2pm. Admission $4. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

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ST. LOUIS, MISSOURI, October 9-11. Missouri Pacific Historical Society Convention & Swap Meet at Hampton Inn, St. Louis Union Station, 2211 Market Street. Contact: Bill Herbert, MPHS, P O. Box 187, Addis, LA 70710.

IDAHO FALLS, IDAHO, October 9-10. Eagle Rock Model Railroad Fall Swap Meet, 1820 S. Yellowstone. Admission $5, family $10. Contact: Tom Griggs, 495 Holbrook Drive, Idaho Falls, ID 83401; 208/525-8777.

ROANOKE, VIRGINIA, October 10-11. Western Virginia Railfair at Roanoke Civic Center Coliseum 10am-4pm both days. Adults $4, ages 3-12 $1, under 3 free. Over 200 tables of railroadiana and models. Contact: Virginia Museum of Transportation, 303 Norfolk Avenue, Roanoke, VA 24016; 703/342-5670.

AVIS, PENNSYLVANIA, October 11. Annual Fall Clinton Central Model Railroad Club All-Scales Train Meet at Avis Firehall on Central Avenue, 9am-2pm. Admission $3, family $4. Contact: John Gromley, 15 Logan Avenue, Castanea, PA 17726; 717/398-0698.

Railroadiana

BY BRUCE KELLY

What's New?

Delaware & Hudson in Color, Volume 1 by David Sweetland is a 128-page 8½"×11" all-color hardcover pictorial covering steam and first-generation diesel operations virtually systemwide. Early on there's a shot of Pontiac Hi-Rail Car K100, a red station wagon with neatly-concealed flanged wheels, "The D&H" in stylized lettering on the front doors and a stout luggage rack mounted just aft of the red rooftop beacon. After viewing this railroad version of the Ghostbuster-mobile, we proceed to the Albany/Colonie/Mechanicville area where Pacifics, Challengers and even Camelback Consolidations plied their trades. Then on to Montreal, Binghamton and Wilkes-Barre, we find abundant numbers of RS2s, RS3s and even the RS11s that were built for New York Central (which then declined purchase) and ultimately sold to the D&H. It sells for $45.00 plus $3.50 shipping ($5.00 shipping for foreign orders, N.J. res. add $2.63 tax) from Morning Sun Books, 11 Sussex Court, Edison, NJ 08820.

Rebirth of the Virginia & Truckee Railroad by Ted Wurm is a 78-page 6"×9" softcover that begins with brief history on the fabled short line that ran south from the SP at Reno, Nevada, to the boom towns of Carson, Minden and Virginia City. The story gets even more intriguing in the years following V&T's abandonment in 1950 as a mysterious Californian befriends a couple prominent Virginia City citizens who quietly help to trace the ownership of property surrounding the former right of way. By the early 1970s, resurrection of the V&T in and around Virginia City for operation as a tourist railroad got into full swing, and today the town is an even bigger draw (especially to railfans) with its 3.5 miles of curves and tunnels traveled by steam train, albeit by Baldwins of non-V&T origins. Richly illustrated by sharp

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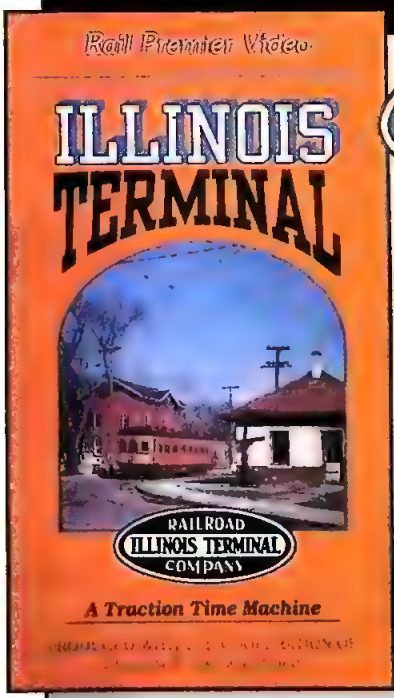

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black & white photos, maps and drawings, it sells for $5.95 from Virginia & Truckee Railroad, P.O. Box 467, Virginia City, NV 89440.

Before your next (or first) visit to the Illinois Railway Museum, be sure to get a copy of the new 32-page 5½"×8½" booklet *Illinois Railway Museum — A Museum in Motion*. It spells out IRM's history, purpose and operations with a nicely printed color or black & white photo on every page. The listing of equipment collections mentions the 23 steam locomotives, 26 diesels, etc. housed at IRM (including large collections representing individual roads like the C&NW, CB&Q and Milwaukee Road), with more detailed attention given to significant pieces like Chicago Surface Lines salt spreader 1374 and the Chicago North Shore & Milwaukee *Electroliner*. Inside the front and rear cover flaps are a road map showing how to get to IRM and a detailed map of the museum trackage. The cover itself, illustrated with color views of IRM's Frisco 2-10-0 1630 and gleaming CB&Q *Nebraska Zephyr* trainset, is gloss-coated to preserve the booklet through many years of use. It sells for $5.00 postpaid from Illinois Railway Museum, P.O. Box 427, Union, IL 60180.

Tweetsie Books

If the article on page 48 and the commentary in CAMERA BAG, VIDEOS and MARKERS manages to pique your interest in the East Tennessee & North Carolina Railroad and the Tweetsie tourist line in North Carolina, there are three excellent books currently available on the subjects. Probably the most comprehensive look at the ET&WNC to date is Mallory Hope Ferrell's handsome *Tweetsie Country*, originally published in 1979 and now back in print from The Overmountain Press of Johnson City, Tennessee. This superb 220-page 8½"×11" hardcover was designed by artist Mike Pearsall and features his typically clean layouts and interesting "spot art" illustrations as well as excellently reproduced black & white photos. Along with text that mixes the local folklore with technical detail, there are lots of big photos, equipment drawings and a detailed roster of locomotives and rolling stock — documenting both the narrow gauge and standard gauge operations. The book sells for $32.50 from the Carstens Book Depot (page 34).

Also available from the Book Depot is another book from Overmountain Press: *Tweetsie: The Blue Ridge Stemwinder*, by Julian Scheer and Elizabeth McD. Black. This 80-page 6"×9" hardcover dwells more on the folklore and personal history of the ET&WNC narrow gauge and is illustrated with a series of pen-and-ink drawings by Lee Kolbe and a modest selection of photos. The book is printed on a brownish-tan paper, which gives it the look of an old storybook. John Waite, author of our Tweetsie feature, calls this book "a real charmer" with a lot of local color. The last three chapters deal with the creation of the Tweetsie tourist railroad by Grover Robbins, Frank Coffey and company and puts them into the same context as the personalities of the original three-footer. This book sells for $12.50.

Carstens publishes a softcover book that gives considerable coverage to the ET&WNC and Tweetsie: H. Reid's classic *Extra South*. The ET&WNC material takes up 50 of the book's 144 pages and includes the story of the

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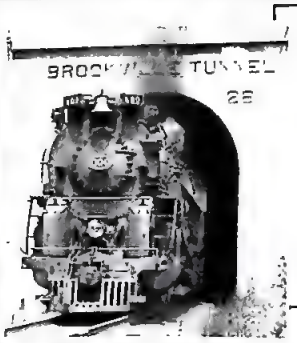

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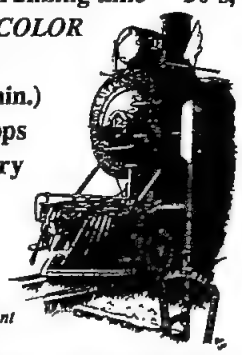

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ET&WNC's legendary conductor Cy Crumley, the last run of the narrow gauge and extensive action photography along with first-hand experiences by both H. Reid and John Krause. This book mixes the "down home" folklore with some excellent solid railfan photography as well as maps, timetables and a roster. Of course, the book also includes a wealth of other Southern-region action from short lines to N&W's Blacksburg Branch 4-8-0s and Norfolk Southern's baby Berkshires to a Clinchfield Challenger. *Extra South* sells for $21.95 plus $2 postage from Carstens Publications, P.O. Box 700, Newton, NJ 07860. All three of these books are available on credit card phone orders from 201/383-3355.

Book Reviews

Nicholas Morant's Canadian Pacific by J.F. Garden, published by Footprint Publishing Company, P.O. Box 1830, Revelstoke, B.C. V0E 2S0; 454 10"×11" pages, hardcover; $69.95 plus $4.50 shipping (in Canada, $79.95 plus $4.50 shipping and $5.60 GST).

Just two weeks before this hefty book arrived for review, I was out west on my first visit to CP Rail's Spiral Tunnels. Much of the area is so remote, a CP video crew had to helicopter in to the lower spiral in order to document some of the tunnel improvements that were under way. For Amy and me, both spirals were a fair hike from the nearest vehicular access, but our efforts were rewarded by a steady flow of trains. While standing near this book's front cover setting at Partridge siding, I couldn't help marveling at the work CP's famed photographer Nick Morant did here in the decades before air-conditioned four-wheel-drives, programmable scanners, lightweight tripods, SLR cameras and other modern conveniences. I also fell into great envy for this man who was able to live and work the majority of his life in this breathtaking pocket of paradise in the Canadian Rockies.

At the opening of the book is a two-page color photo that best describes the railfan's dream which Nick Morant lived much of the time. It shows Nick's wife Willie standing in the doorway of a lone caboose on a set-out track at Stoney Creek, British Columbia, in thickly-wooded mountains under a pure blue sky. "There," the caption says, "the Morants would live for days, often weeks, waiting for perfect conditions to make shots of perhaps the *Canadian* (on nearby Stoney Creek Bridge) for the Public Relations people in Montreal."

CP Rail locomotive engineer John Garden,

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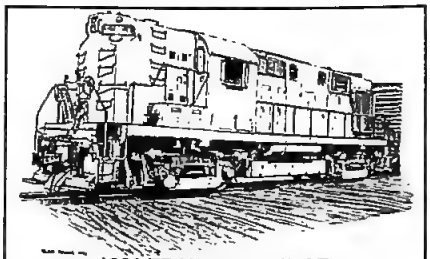

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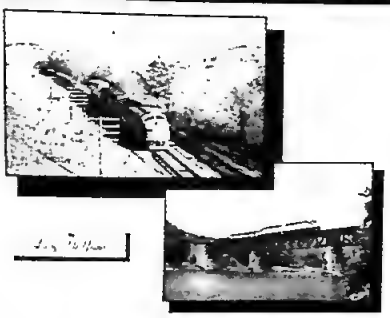

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who credits many people with helping toward this monumental work, has done a fabulous job of presenting hundreds of the finest images recorded by Nick Morant during his lifetime career as CP's Special Photographer. Because Nick hired on back in the Depression era, he has seen and photographed Canadian Pacific trains from the glory years of steam and first generation diesels through Locotrol slaves on unit coal trains and (after his retirement) the last run of the *Canadian* behind VIA F40s (page 39, April 1990 R&R). The reproduction of the black & white and color photographs is excellent overall, marred only in a few cases where some of the older color originals have become faded or discolored. Other than a couple spreads where separate photos on two adjoining pages are bled together at the gutter, the layout and pacing are attractively done. Most of the photos are printed to nearly the full size of a page.

Morant's oneness with the landscape shows in most of his photography. Thus, appropriately, Garden's book takes a generally geographic approach, starting with CP's Eastern lines. The several pages of his work along the rugged, rocky North Shore of Lake Superior are accompanied by sharp color reproductions of topographic maps, so we can see exactly where Nick went to get his stunning views at Jackfish Curve and the Mink and Cavers tunnels. A few more photos from across the plains of central Canada lead to the region where Nick truly earned his fame: the mountains of British Columbia and western Alberta.

At a graceful S-curve along the Bow River east of Lake Louise, Alberta, Nick recorded hundreds of pictures from the 1940s *Mountaineer* to 1980s unit trains. According to the text, it was a Ron Hill book published in 1978 that made the first wide-spread use of the name "Morant's Curve" for this now-famous location. And although the shot has always been an easy one to take off the edge of a highway, Nick had it even better than many of today's railfans, as seen in the photo on page 181. Nick is shown standing beside his tripod-mounted 4×5 and 5×7 cameras with two other CP men, one of whom has a phone connected to a lineside pole for direct communication with the dispatcher in Calgary. On a hill in the background is another 4×5 camera which has a remote release powered by a jumper cable from Nick's 1948 Chrysler. Like myself and a few other of today's photographers, Nick saw back then the advantage of taking both color and black & white photos at the same time whenever possible.

Continuing west, Morant's pictures show us Kicking Horse Pass and the Spiral Tunnels in steam days with 2-10-2 pushers assisting the Selkirk road engines on the heavyweight *Dominion* and at the dawn of diesels with GP9s, FP7s and FM C-Liners in blue and maroon paint leading freights of adequate length to pass over or under themselves at the lower spiral. After Rogers Pass and the Thompson and Fraser river canyons, coverage heads south to the Coquihalla Pass route and west to the logging roads of Vancouver Island.

Adding substance to all the dazzling photos are Morant's behind-the-scenes tales, retold in vivid detail. Many of these, including the famous story of his being nearly killed in a bear attack, deal with the hardships and exploits that were a common part of life along the railroad, but some of the stories reveal the genius of a photographer who, without any formal schooling in the craft, learned through trial and error and self instruction. We're shown how, in the 1940s, Morant mounted a camera to the tender of a way freight locomotive at Portneuf, Quebec, for a view over the engineer's shoulder as passenger trains sped past behind 4-4-4s and 4-6-4s. In later years, he custom built huge wooden scaffolds that could be carried in to remote sites and assembled to create high camera vantage points, utilized remote release cables to safely fire off cameras that were positioned inside tunnels and devised a bizarre way to make a young boy hold still for interior photos of new passenger cars. We're told Morant's most demanding assignments were those for CP's hotels. Around 1950, he consulted with experts at Kodak before embarking on the historic synchronized flash shot in the huge lobby of the Royal York Hotel in Toronto which required 16 hours to set up the 47 flash units and 3000 feet of cable. The first exposure was ruined when one of the bulbs exploded (its shower of sparks visible in the otherwise excellent photo on page 32), and all 47 flashbulbs had to be replaced for the second, successful shot.

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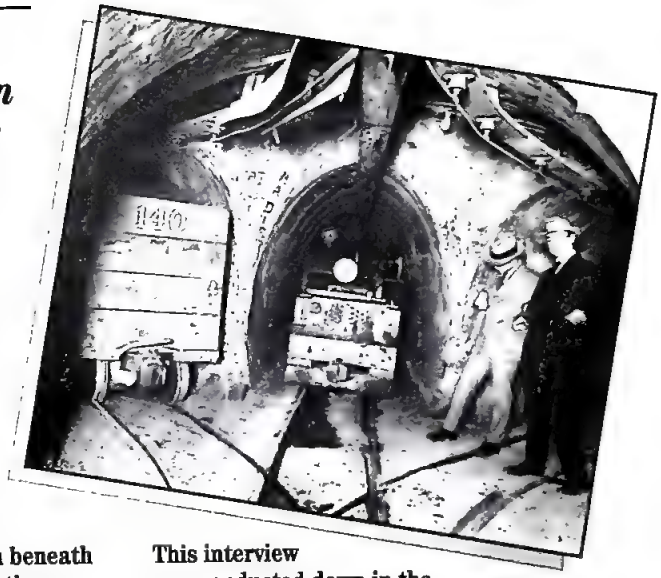

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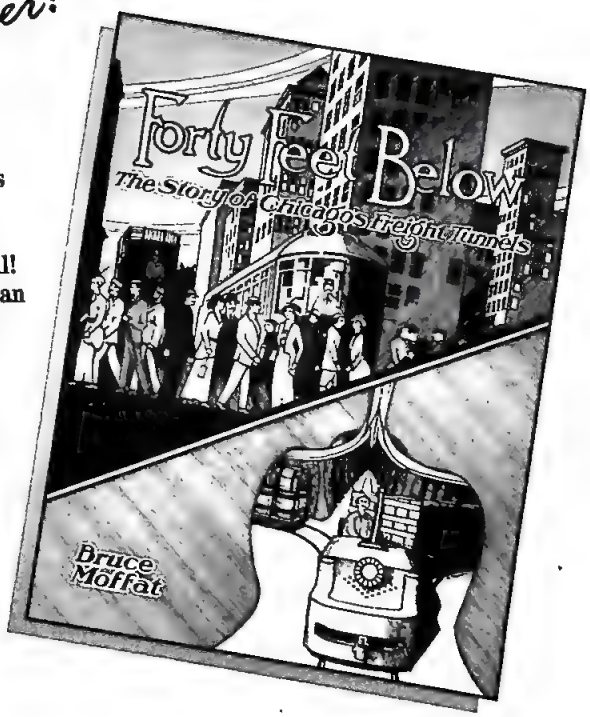

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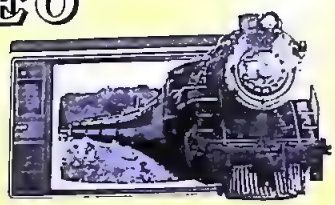

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Holtwood-Port Deposit, MD (SD40) 1 hr. 33.45
Port Deposit-Amtrak "Oak" (SD40) 1 hr. 33.45
Pittsburgh-Sutersville, PA (FP40) 1 hr. 33.45
Sutersville, PA-Indian Creek (FP40) 1 hr. 33.45
Indian Creek-Rockwood (FP40) 1 hr. 33.45
Rockwood-Hyndman (FP40) 1 hr. 33.45
Hyndman-Stuart Tunnel, WV (FP40) 1 hr. 33.45
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"The Aurora Line" A head-end ride in the cab of an E-9 diesel engine over the Burlington Northern from Chicago Union Station to Aurora, Illinois. Bonus: freight and passenger run-bys. Color, Sound, One Hour, Thirty-four Minutes $39.95

"The Orange Blossom Special" A head-end ride aboard an RF&P GP40-2 diesel from Richmond to Potomac yard, VA, plus trackside action at the Bryanpark engine facility as well as run-bys at selected locations along the RF&P mainline. Color, Sound, 4 One Hour parts ..... 33.45 EACH
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"The Atlantic City Line" A head-end ride from Atlantic City, N.J. to 30th Street Station, Phila. plus run-bys and (B&W) vintage PRSL footage.
PART 1-Atlantic City to Atco, N.J.+Vintage PRSL footage. Color, B&W, Sound, One Hour 33.45
PART 2-Atco, N.J. to 30th Street Sta. Phila. + run-bys. Color, Sound, One Hour Each 33.45

"PATCO's Lindenwold Line" This program will take you for a head-end ride on the PATCO high speed line from 15th to 16th Street Station, Philadelphia, over the Ben Franklin Bridge to Camden and on to Lindenwold, NJ. You'll then take a short head-end ride on the former PRR Schuylkill Valley line (now operated by SEPTA) from Cynwyd to 30th Street Station, upper level Color, Sound, One Hour $33.45

"The Montclair Line & Hoboken Festival 1990" A head-end ride over the former Lackawanna Railroad from Montclair to Hoboken, New Jersey. Also includes highlights of Hoboken Festival 1990, the largest transportation display in the East, sponsored by New Jersey Transit. Color, Sound, One Hour $33.45

"The Gladstone Line" A head-end ride over the former Lackawanna Railroad from Hoboken to Gladstone, New Jersey, in the cab of NJ Transit G.E. MU. Color, Sound, One Hour, Thirty Minutes 39.95

"The Dover Line" A head-end ride over the former Lackawanna Railroad from Hoboken to Dover, New Jersey, in the cab of NJ Transit G.E. MU. Color, Sound, One Hour, Thirty Minutes 39.95

"The Bergen County Line" A head-end ride over the former Erie Railroad (via the Bergen County Line) from Hoboken, New Jersey to Suffern, New York, in the cab of NJ Transit GP40PH diesel. Color, Sound, One Hour 33.45

"The Erie Main Line" A head-end ride over the former Erie Railroad (via the Main Line) from Hoboken, New Jersey to Suffern, New York, in the cab of NJ Transit GP40PH diesel. Color, Sound, One Hour 33.45

"The Pascack Valley Line" A head-end ride over the former Erie Railroad from Hoboken, New Jersey, to Spring Valley, New York, in the cab of NJ Transit U34CH diesel. Color, Sound, One Hour 33.45

"The Port Jervis Line" A head-end ride over the former Erie Railroad from Suffern to Port Jervis, New York, in the cab of a Metro North RDC train.
Part 1 - Color, Sound, One Hour 33.45
Part 2 - Color, Sound, One Hour 33.45

"The Boonton Line" A head-end ride in the cab of a NJ Transit U-34CH diesel engine from Hoboken to Netcong via the Boonton Line. Color, Sound, One Hour, Thirty Minutes 39.95

"SEPTA's West Trenton Line" This program will take you for a head-end ride in the cab of a GE MU train over the former Reading Company West Trenton line from Wayne Jct. (just outside Philadelphia) to West Trenton, NJ. Color, Sound, One Hour $33.45

"SEPTA's Norristown Line" This program will take you for a head-end ride in the cab of a GE MU train from 30th Street Station (former PRR) and through the new tunnel onto the former Reading line to Elm Street Station, Norristown, Pennsylvania. Color, Sound, One Hour $33.45

"The Media Line" A head-end ride in the cab of a SEPTA MU train over the former PRR media line from Elwyn to Suburban Station and on to Wayne Junction over the former Reading Railroad. Color, Sound, One Hour $33.45

"A Farewell To The Bullets And Brills" A head-end ride aboard the last remaining 'Stratford' car in service over the former Philadelphia & Western (now operated by SEPTA) from the 69th St. Terminal to Norristown, PA, plus run-bys and historic footage. Color, Sound, One Hour 33.45

"Philadelphia Trolleys" A head-end ride on SEPTA's Media and Sharon Hill lines operating out of the 69th Street Terminal, plus run-bys. Full Color, Sound, One Hour 33.45

TRACKSIDE ACTION VIDEOS

"PRR E-8 Diesels In Action" A head-end ride from Temple to Hamburg, PA and return mixed with many run-bys featuring two PRR E-8 diesels restored by and operating on the Blue Mountain and Reading Railroad. Color, Sound, One Hour 33.45

"PRR Mainline Steam" Double headed PRR power trackside action from Strasburg, PA to 30th Street Sta. Phila. and return. Color, Sound, One Hour 33.45

"PRR Double Headed Steam" Same train as above from Strasburg, PA to the Rockville Bridge and return. Trackside action. One Hour 33.45

"Strasburg Steam" Live steam action on the oldest operating steam railroad in the country. Features run-bys/cab ride. Color, Sound, One Hour 33.45

"The Northeast Corridor Part I" Trackside action from Amtrak's Sunnyside Yard, Queens, N.Y. to Newark, N.J. featuring Amtrak, Long Island, N.J. Transit and PATH trains, towers, stations, tunnels and bridges. One Hour 33.45

"The Northeast Corridor Part II" Trackside action of Amtrak's N.E. corridor between "Hunter" tower at Newark, N.J. to "Union" Tower at Rahway, N.J. featuring trains of Amtrak, N.J. Transit, and Conrail as well as towers, bridges, tunnels, and stations. Color, Sound, One Hour 33.45

"Northeast Corridor, Part III" Passenger and Freight trackside action from Colonia to Trenton, New Jersey. Color, Sound, One Hour 33.45

"Amtrak's Harrisburg Line" Trackside action on the former PRR (now operated by Amtrak) between Harrisburg and 30th Street Station, Philadelphia, PA featuring trains of Amtrak, SEPTA and Conrail with a variety of equipment. Color, Sound, One Hour 33.45

"Burlington Northern E-8 Diesels" Trackside action of BN E-8 diesels in passenger service on Chicago commuter lines and Chicago Union Station at rush hour. Color, Sound, One Hour 33.45

"Tracking The Big Apple" Trackside action of New York City elevated lines, Metro-North at 125th St. Station, and the Long Island Rail Road. Color, Sound, One Hour 33.45

"The Hudson River Lines" Trackside action on the former New York Central (now operated by Metro-North) featuring a variety of Metro-North equipment, Amtrak Turbo and FL-9, and Conrail freights. Color, Sound, One Hour 33.45

"Conrail Fast Freights-The Middle Division" Trackside action of freight and passenger trains between Lewistown and Enola, PA. Color, Sound, One Hour 33.45

"Conrail Fast Freight - Juniata Rails" Freight and passenger trackside action between Lewistown and Altoona, Pennsylvania. Color, Sound, One Hour 33.45

"Conrail Fast Freights - The Lebanon Valley Line" Lots of run-by action on the former Reading Lebanon Valley Line between Harrisburg and Palmyra, Pennsylvania. Color, Sound, One Hour $33.45

"Conrail Fast Freights-The River Line" Trackside action of Conrail freights on the Hudson River line. Color, Sound, One Hour 33.45

"Railroading In Canada" Variety of motive power and train consists on Canadian freight/passenger moves at midwest locations. Color, Sound, One Hour 33.45

"Trolleys Of Philadelphia" Trackside action of PCC, Kawasaki and trackless trolleys in Phila., PA. Color, Sound, One Hour 33.45

"Trolleys Of Pittsburgh" Trackside action of PCC cars in Pittsburgh from 1975 to 1980. Color, Background Music, One Hour 33.45

"Trolleys Of Boston" Trackside action of Boston trolleys in the 1970s. Color, Background Music, One Hour 33.45

VINTAGE TRACKSIDE ACTION

"PRR Power" Vintage trackside action of PRR electrics, diesel and steam. Color, Sound, One Hour 33.45

"PRR Power Volume II" All vintage PRR steam in action between 1946 and 1956 at many locations including South Amboy, Camden, Baltimore, Phila., Horse Shoe Curve & Altoona. Color, Sound, One Hour 33.45

"PRR Power Volume Three" Vintage PRR action shot between 1930 and 1968. Never before released - a Railroad Video Productions exclusive! Color and B/W, Sound, One Hour 33.45

"GG-1 Volume II" Vintage trackside action of the famous GG-1 electrics in their last years of service. Color, Sound, One Hour 33.45

"A Look Back In Time" PRR/Reading vintage footage featuring steam with some early diesels and electrics. Includes PRSL footage. Color, B&W, Sound, One Hour 33.45

"The End Of An Era" Vintage footage of Erie, LV, CNJ, Reading, Lackawanna, D&H, Rahway Valley operating in Northern N.J. during the 40's and 50's. B&W, Sound, One Hour 33.45

"Memories Of The Baltimore and Ohio" Vintage steam and diesel footage, plus the B&O-produced vintage movie "Meeting The Challenge" (1946). Color, B&W, Sound, One Hour 33.45

"Trolleys Of Pennsylvania" Vintage footage dating back to 1930. Featuring many of the trolley lines that operated in Pennsylvania at locations including Lancaster, Altoona, Johnstown, Greensburg, Pittsburgh, Phila., Norristown, Reading, Hershey, and Allentown. Color, B&W, Background Music, One Hour 33.45

"Traction Action" Features trackside action of over 30 trolley lines from coast to coast between 1930-1950. Color, B&W, Background Music, One Hour 33.45

"New York Central-Reading Co. Vintage Movies"
1. **"Within The Oval"** Color, Sound (N.Y. Central)
2. **"The Steam Engine"** B&W, Sound (N.Y. Central)
3. **"Safety At The Crossroads"** B&W, Sound (Reading Co.)
Total Running Time One Hour 33.45

"PRR Vintage Movies" Produced by the PRR
1. **"What In Blazes"** Color, Sound
2. **"Clear Track Ahead"** B&W, Sound
3. **"GG-1 Head-End Highlights"** B&W, Sound
Total Running Time One Hour 33.45

"Classic Railroad Archives" Four vintage railroad movies.
1. **"Progress On The Rails"** Produced by the PRR
2. **"Fast Freight"** Produced by the AAR
3. **"Coast To Coast In 48 Hours"** Produced by the PRR
4. **"Snow And Steam"** Produced by British Rails
B&W, Sound, One Hour 33.45

"Classic Railroad Archives Volume II" Three vintage railroad movies. produced by the AAR.
1. **"Something For Everyone"**
2. **"Big Trains Rolling"** (1952 version)
3. **"225,000 Mile Proving Ground"**
Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume III" Three vintage railroad movies.
1. **"Thundering Rails"** Produced by the AAR
2. **"Operation Reading"** Produced by the Reading Co.
3. **"Flight Of The Century"** (early version) NYC
B&W, Sound, One Hour 33.45

"Classic Railroad Archives Volume IV" Three vintage railroad movies.
1. **"Big Trains Rolling"** (1946 version) Produced by the AAR
2. **"End Of An Era"** Produced by Rayonier Corp.
3. **"Ichabod, The Man Without A Head"** Produced by the AAR
Color, Sound, One Hour 33.45

"Classic Railroad Archives Volume V" Four vintage railroad movies.
1. **"On The Track"** Produced by the AAR
2. **"Milestones Of Progress"** Produced by the AAR
3. **"Tomorrow's Railroads"** Produced by the Waugh Equip. Corp.
4. **"Easy Does It"** Produced by the AAR
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Part 3.....MP 50 to N. Worcester, MA.
Part 4.....N. Worcester to Gardner, MA
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"The Silver Streak" Action-packed 1934 production features the Burlington Zephyr, Americas's first streamlined passenger train, with lots of in-cab and run-by action.
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See ad at left for ordering information

Author Garden makes it clear that Nick Morant was *not* a railfan, but rather a photographer. Beyond meeting the illustration needs of the company, Morant cared less about the model of locomotive on the head end than he did about the way the train and scenery blended into one dynamic image. He didn't chase trains from town to town taking grab shots at every quaint grade crossing along the way. He drove, often hiked, to specific locations and waited out the weather, sun angle and rail traffic to get maybe just one perfect photo runby out of a day's (or week's) work. This epic volume is a proud monument to one man's lifetime of photography. And it's probably the biggest and best "official" photo history of the CP there'll ever be — B.K.

Videos

BY MIKE DEL VECCHIO

Chicago Tunnel Company on video

The flooding of the Chicago Tunnel Company's abandoned freight subways in downtown Chicago earlier this year was as surprising as it was disastrous — the story of the building of those tunnels is related in this issue by Bruce Moffat, author of the book *Forty Feet Below*, now available from Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333. Since the flood, quite a bit of information on the underground railroad has surfaced, including movies, which Pentrex is incorporating into a video documentary about the flood and the Chicago Tunnel Company titled, not surprisingly, **"Forty Feet Below."** The tape is to include 1927 black & white footage and other vintage films of the railroad in operation, plus contemporary news broadcasts and a post-flood tour of the line and remaining equipment hosted by Bruce Moffat himself. We understand that Pentrex has also obtained the original home camcorder footage shot by the workman who discovered the original cracks and presented the initial problem to City officials. We haven't seen the video yet, but Pentrex-owner Mike Clayton said that the final editing would be going on during August and that finished tapes will be shipping soon after. This should be quite an unusual program, and the price is reasonable. 30 minutes, $14.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax). See the Pentrex ad on page 25.

The ET&WNC and "Glory Machines"

John Waite's article on the narrow gauge Tweetsie in this issue brought to mind roughly four minutes of color 16mm film transferred to video on the first of the **"Glory Machines"** series from Herron Rail Services, 2016 North Village Ave., Tampa, FL 33612; 800/783-3886. Shot by an unknown photographer in 1950, the last year of narrow

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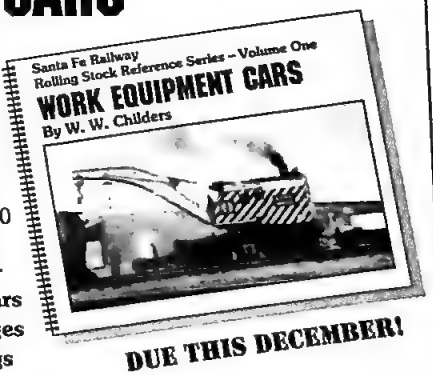

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Photo by Neal Miller

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Modern Santa Fe power against a panorama of the Old West! Action over Raton Pass, Las Vegas Sub, Glorieta Pass. #042

☐ **Santa Fe's Seligman Sub** 60 min. $39.95
"Yellow Bonnets" and "Red merger units" race over the Arizona Divide between Winslow, Arizona and Needles, California. #033

☐ **Santa Fe's New Mexico Main** 60 min. $39.95
The Belen Cutoff. Chicago-Los Angeles mainline from Clovis to Belen, on the New Mexico Division. #039

☐ **Colorado's Colorful Joint Line** 60 min. $39.95
Features Burlington Northern Oakway EMD SD-60, Santa Fe Q trains and Rio Grande freights. #032

☐ **Rails Along the Rockies** 60 min. $39.95
Four Seasons of Colorado Joint Line action featuring Burlington Northern, Santa Fe and Rio Grande . #031

☐ **Assault On Snow** 1 hour 12 min. $39.95
Wyoming & Colorado battles the blizzard of 1988. F-Units plow snow. U.P. Rotary 900080 attacks snow west of Laramie. #027

Rocky Mountain Railroad Club 16mm by Irv August

☐ **Steam Over Sherman** 54 min. $39.95
Journey to the 50's when Big Boys, Challengers, 4-8-4's and early diesels stormed over Sherman Hill. #011

☐ **Rio Grande of the Rockies** 60 min. $39.95
2-8-8-2's on Tennessee Pass. F-9's assisted by 2-8-8-2's to Moffat Tunnel. Narrow gauge K-27, K-28, K-36, K-37, 2-8-0 #268. Last train on Marshall Pass. #015

☐ **The Fifties Express** 52 min. $39.95
Steam, Diesel, Frt., Pass. B&O, PRR, NYC, MILW, NKP, WM, N&W, DM&IR, NP, CV, B&M, NH, CN, CP. #023

☐ **Silver Rails & Golden Memories** 1 hour 12 min. $39.95
Rocky Mountain Railroad Club excursions 1952-62. D&RGW N. G., C&S S.G., Great Western, Pikes Peak Cog., U.P. 4-8-4 #026.

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See the "Joes" on Pipestone Pass and "Box Cabs" crossing the Columbia River. Filmed 1965 & 1968. #028

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1980's U.P. Diesel action on Sherman Hill including revival of DDA40X "Centennials". #013

☐ **Diesels on the Union Pacific..The Sequel** 60 min. $39.95
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☐ **Allegheny Rails II : The Western Maryland** 52 min. $39.95
Decapod 2-10-0, Challenger 4-6-6-4, H-9 2-8-0, 4-6-2, Potomac 4-8-4, F-7, Alco RS2. Connellsville Main-Elkins Subdivision. #025

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gauge operation, the Tweetsie footage consists of some scenes of the weathered green 4-6-0 No.14 making a trip to Cranberry with the photographer riding in a gondola ahead of the caboose on a freight winding through the spectacular Doe River Gorge. Most of the ET&WNC's famous landmarks, like the covered bridge and bridge-tunnel combination are shown as the train passes through. There are some very good scenes of the engine as it switches at each end of the run and even makes a primitive photo runby — actually a run-up-to — in the Doe River Gorge. At one point the brakeman is working his way back to the caboose over the empty coal hoppers with his brake club in hand. This footage is a priceless reminder of the days of iron men and wooden boxcars.

This footage got me to thinking about the importance of the initial "Glory Machines" videotape released in 1985 — it may have been the first large-scale effort to preserve, restore and make available a collection of vintage films. Jim Herron discovered these movies at an estate sale and literally saved them from being discarded. I recall reading the July 1985 review in this magazine (over two years before becoming a staffer) and writing a check for the tape as soon as I saw the words "five minutes in living color of DL&W 4-8-4s and Hudsons," and I didn't ever get to the end of that review until this week. I'm sure this was the case with fans of the other 30 roads presented. A page of information with the tape mentioned the expense and effort involved, and that if this venture wasn't successful, it wouldn't be repeated. Well, seven years later Herron has produced five Glory Machines volumes, three volumes of "PRR Glory," four volumes of "Pocahontas Glory" covering Norfolk & Western steam, two volumes of "New England Glory," a "Reflections of the New York Central" steam-biased program with Boston & Maine and Illinois Central steam programs in the hopper, plus their "Singing Rail" series of traction subjects. Throughout, Herron has stuck to his tenets of only using top quality color 16mm footage (exceptions were made on rare Indiana Railroad 8mm films — July '92 VIDEOS) in the Glory Machines programs. The transfers to 1" video masters are done at Disney/MGM Studios on a state-of-the-art

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Rank Cintel flying spot scanner, and Herron also does the post-production work at Disney. The original "Glory Machines" also began the tradition of Herron's newsreel-sounding narrator, Ralph E. Morse, who was once CBS radio's "Voice of America" during the 1950s. Having not seen "Glory Machines" in many years, it was interesting to note that the basic program hasn't changed. Herron did stop using the corny intro and reduced the amount of background music. The accuracy, fluency and inflections of the narration with railroad subjects has improved quite a bit, as has the quality of the synchronized sound effects, and I'd have to say that even the execution of the photography in the more current productions is a step above the many hand-held scenes in the original. Many of the subjects in the original will always be impressive, like New York Central's Dreyfuss *Mercury* and unstreamlined Hudsons and a cab-ride in an S-motor, the fair sampling of Pennsy steam around Horseshoe Curve plus steam on the CB&Q, L&N, Pere Marquette, C&O, Milwaukee Road, C&NW, Denver & Salt Lake, both gauges of Rio Grande steam, Frisco, Katy, Missouri Pacific, Santa Fe (including streamstyled 4-6-2 1369) and more. Though mostly steam, diesel subjects include shiny New Haven FAs in the as-delivered orange-and-pinstripes, UP's *City of Salina*, B&M's *Flying Yankee*, Burlington's *Pioneer* and *Denver Zephyr*, Santa Fe FTs and more. Most of the scenes are action snippets, and the coverage of each road begins with a title screen which is helpful when using the fast-forward button to find specific sequences. The original "Glory Machines" is still available, still 64 minutes and now only $59.95

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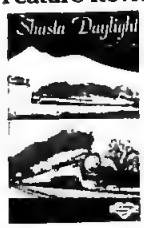
Feature Reviews



"Shasta Daylight," produced by Goodheart Productions, P.O. Box 47131-RD2, Chicago, IL 60647, VHS or BETA, check or money order accepted, 60 minutes, $29.95 plus $3.00 shipping (Ill. res. add 8% sales tax).

If you just joined this hobby a few weeks ago you may not know about Southern Pacific 4-8-4 4449. I'll assume you do. I'll also assume you know that there are numerous videotapes available on this locomotive's travels, so why entertain the thought of yet another? After all, the ad copy is a little bodacious — "4449's finest video hour" — even if the content is endorsed by "Mr. 4449" Doyle McCormack, the man who has kept the 4-8-4 running since its mid-1970s return to service. Well, if you like heavy main line action, good scenic locations, sharp video and audio and a matched *Daylight*-painted engine and consist, then you may have to give this tape very serious thought.

Dave Goodheart prefers to collect enough high quality scenes [illegible] to justify tape; i.e., he doesn't mak[illegible] hour-long program out of a five-runby fantrip. Here we have the best action from roughly 13 days of shooting on the Espee's Shasta route in 1991. We spend 20 minutes following the train from Portland to Sacramento and the Carquinez Straits and back to Portland as part of the spring '91 Railfair event (including views of restored SP 4-6-2 2472). The balance of the tape is spent on the "Redding Rambles" (actually called the *Shasta Daylight Express*), Southern Pacific's public relations effort between Redding and Mt. Shasta City after a chemical spill in the Sacramento River north of Dunsmuir in July 1991. This section of the tape concentrates on three days of excursions between those cities in the Sacramento River Canyon with the comings and goings from Portland also covered. There are numerous sequences which justify the price of the tape: double runbys at Crescent Lake, views around Pinole, several shots in the snow near Mt. Shasta, high speed and low light running between Redding and the wye at Tehama, tender-top shots of engine taking water at the plug at Black Butte and a Redding departure northbound on the immense trestle. Seeing the always meek and polite Brad Miller get absolutely, hydraulically mined with a high pressure hose during some horseplay while washing the 4449 at Klamath Falls also piqued my interest. The number of runbys is very high, but there is some variety such as in-cab footage as well

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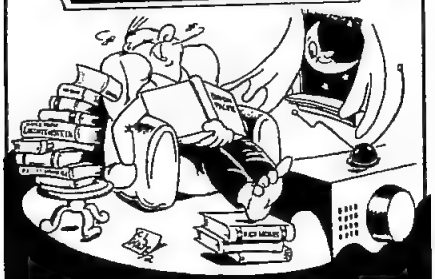

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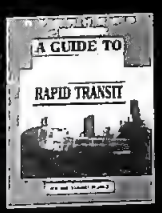

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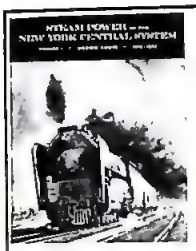

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as a discussion of an injector problem and how to fix it. The tape ends with the locomotive being put to bed at the Brooklyn roundhouse as the doors close behind it.

This is a fast-paced, railfan-runby-oriented tape featuring clean scenic compositions without people and generally awesome smoke and engine performance, plus a little humor now and then. Yes, there are cloudy/misty sequences (this is Oregon), diesels ahead of the 4449 in the vicinity of Dunsmuir and Cascade Summit, and a few sequences shot with smaller formats by other contributors (next time, maybe, can we use the big camera on the long, Redding trestle pan shot?). Marc Boon's narration is informative, succinct and professional, complementing the live sound nicely. Style-wise, there is little "follow zooming" as the train approaches; we have here in most situations the calendar-view-with-train-passing-through school of videography. It's easy on the eyes and comes of very well most all of the time since you get to see the scene through which the train is traveling. A few times I wished the entire *Daylight* train had passed or we had a "going-away" view at the same location before we cut to the next sequence. However, all of this is being a little picky. For sheer scenic, comprehensive railfan-oriented coverage of the 4449 on the Shasta route there aren't many competitors. The dust jacket is also nicely done. I've already spent a couple of hours with "4449's finest video hour." I think you will, too — TOM KELCEC.

We'd like you to meet...

Bruce G. Moffat

As the author of the book *Forty Beet Below* and the article in this issue about the Chicago Tunnel Company, Bruce Moffat had no problem with our request for a biographical sketch for this column. What follows are his own words:

"I was born on June 9, 1955, and am a life-long Chicago resident. From 1960 until 1965 I lived on the city's west side, and it was here that I develop an interest in transportation. I prefer to use this term because my interests are broader than just a rail or some sub category. I am biased towards urban transit systems (bus and rail) as well as interurbans, although I do have a soft spot for narrow gauge steam lines.

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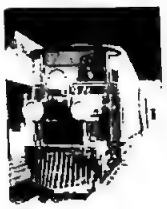

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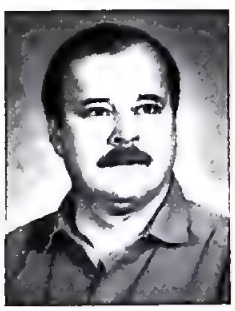
car in the family, and dad used it to go to work. This meant that when my mother would take me and my siblings on a shopping expedition to the Loop or west suburban Oak Park we relied on the buses and trains operated by the Chicago Transit Authority (CTA). Starting when I was 7, I was allowed to ride some of the west side lines on my own. The Lake Street 'L' was my favorite. At that time it was serviced by the venerable 4000-series cars that had been built by Cincinnati Car Company in the early 1920s. The outer portion of the line was at street level and was powered using overhead trolley instead of the more usual third rail. I was saddened when these cars were replaced by air conditioned cars following the 1963 elevation of the tracks. I was also a frequent user of the several trolley and motor bus lines which served my neighborhood, and I quickly noted that these lines were operated with distinctly different types of vehicles.

"When I was 11, my grandfather, who was an armchair rail enthusiast, took me on my first fantrip. It was a trip from Chicago Union Station to Ottawa, Illinois, behind the Q's last operating Mikado 4960. Two years later, I rode my first 'L' charter. Since that trip fell on my birthday, my father took me. That trip used 4000-series cars and covered most of the system. The sound of those cars speeding through the cool blackness of the State Street Subway was the highlight of the trip. Soon afterwards I began taking pictures (quickly graduating to slides), collecting literature, etc. On occasion I even made audio recordings of 'L' trains and trolley buses. During high school I made regular trips to the CTA offices to buy 8×10 prints of old photos (only $2 apiece!) and historical booklets which were free.

"In 1977 I graduated from Illinois State University with a degree in Mass Communications and entered the CTA's Transit Professional Training Program, eventually taking a position in the Operations Planning Department. This was followed by positions at Continental Air Transport (a bus company) and the Regional Transportation Authority. Concurrently, I earned a Master's Degree in Urban Planning & Policy from the University of Illinois. In 1988 I returned to the CTA where I accepted a position in the Capital Development Department.

"I first became interested in Chicago freight tunnel network while a student at Illinois State. A Sunday newspaper article mentioned the existence of these tunnels which had lain fallow for more about 15 years. I began to search out additional information on this unusual railroad. I was also fortunate in that my dad worked nights at a large department store which still had access to the system. This gave me the opportunity to explore a few blocks of the network. I was hooked. Subsequently, I exhumed old bankruptcy court and ICC files (both Illinois and Interstate) and read old trade journals to learn as much as possible. Additional tunnel exploration was also undertaken with the cooperation of the City of Chicago. In 1982, Interurban Press published my work under the title *Forty Feet Below*. Both publisher and author thought that the 1500 copies printed would last for years. They were gone in three months. The book has now been through seven print runs totaling more than 10,000 copies.

"My current project is a two-volume history of the Chicago 'L' system."



John Waite

The author of our article on "The Tweetsie and ET&WNC Number 12" was born in 1946 in Jefferson City, Missouri, and grew up in

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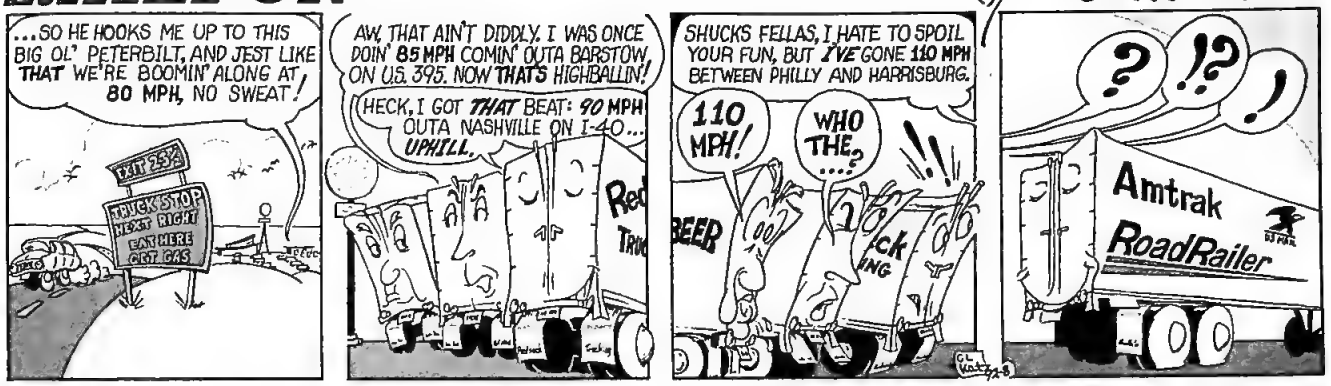
...SO HE HOOKS ME UP TO THIS BIG OL' PETERBILT, AND JEST LIKE THAT WE'RE BOOMIN' ALONG AT, 80 MPH, NO SWEAT!
EXIT 253
TRUCK STOP NEXT RIGHT EAT HERE GET GAS
AW, THAT AIN'T DIDDLY. I WAS ONCE DOIN' 85 MPH COMIN' OUTA BARSTOW ON US. 395. NOW THAT'S HIGHBALLIN'!
HECK, I GOT THAT BEAT: 90 MPH OUTA NASHVILLE ON I-40... UPHILL.
SHUCKS FELLAS, I HATE TO SPOIL YOUR FUN, BUT I'VE GONE 110 MPH BETWEEN PHILLY AND HARRISBURG.
110 MPH!
WHO THE...?
BEER
Amtrak
RoadRailer

Warrensburg, Missouri. He moved with his parents to Westminster, Colorado, near Denver, in 1962, where he attended high school. He graduated in 1969 as a history major from William Jewell College in Liberty, Mo., and in 1971 married Sharon Hawkins, also a teacher. In 1975 they moved to De Soto, Mo., about 40 miles south of St. Louis on the old MoPac main line to Little Rock, and took up high school teaching. Although he had been around railroads most of his life, John became a "fan" rather gradually in his early 20s through an interest in modeling and history.

About ten years ago he became interested in the ET&WNC through a pair of articles on the railroad in the July 1981 *Model Railroader*, and it was just the sort of thing that he'd been almost unknowingly looking for. "I tend to be very focused in my interests," John points out, "and although I had never been to the Blue Ridge country, I found the railroad almost irresistible. As I learned more about it and had a chance to visit the region, what intrigued me about the ET was the relationship it had with the people of the area. All railroads are economically important, but I don't know of any others that were as much a part of the culture of the region. The mountain people really did care about the little line. I'll never forget sitting on an old man's front porch in the Toe River Valley along the Linville River right of way several years ago. He said, 'If I could just hear that whistle coming around the mountain one more time, I'd die happy.'"

That fascination with the "ET" eventually led John to organize the ET&WNC Historical Society about four years ago and found *The Blue Ridge Stemwinder*, its impressively slick quarterly publication (see MARKERS). Work with the historical society magazine in cooperation with design editor Chris Ford of Memphis taught John a lot about magazine production, and his efforts on the De Soto High School newspaper and yearbook have benefitted — the latter was a finalist for a Pacemaker Award, ranking it as one of the nation's top 25 high school yearbooks.

While John was quite happy as a history teacher, Sharon moved over into administration and is now the principal of De Soto High School. They have two children, 13-year old son Brandon and seven-year-old daughter Barrett (John swears she was not named after the St. Louis museum site). Both kids have an interest in railroading and both have ridden the Colorado narrow gauge and hiked the ET&WNC through the Doe River Gorge. John's other interests include high school sports, travel, model railroading (HO scale ET&WNC but no layout yet) and exhibiting their Samoyed at dog shows.

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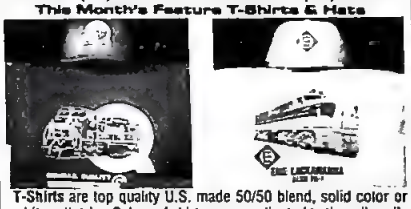

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Aftermath of the

Indiana University alum and reporter Bob Rodenkirk provided me with the following report on the flood of the Chicago tunnel system and its impact on the Chicago Transit Authority service (Bruce Moffat's story of the Chicago Tunnel Company itself begins on page 53 of this issue).

Chicago Transit Authority officials said they will not seek increases in fares or cuts in service to make up the costs incurred by the CTA as a result of the April floods that forced the closure of the State and Dearborn streets subways. The major flooding was confined to Chicago's turn-of-the-century downtown system of freight tunnels, which were abandoned in 1959. The tunnels at one time hauled freight, coal and ashes to and from buildings throughout Chicago's Loop area. The subway tubes, built between 1940 and 1951, are separate from the freight tunnel system, and all areas where active freight tunnels remained were bulkheaded at the time of subway construction. In several locations, however, the subway tubes are located beneath the old freight tunnels, and CTA President Robert Belcaster said that is where the leakage into the subway system was the worst.

A videotape released by the CTA showed water gushing into the Dearborn subway, about two blocks from the spot where the Chicago River breached the old freight tunnel system. The April 16 tape showed water cascading over an electrical panel that controlled part of the subway's lighting system (not signals), gushing from construction joints and even spouting like a water fountain from the subway floor. Belcaster estimated that, at its height, the subways took on 400 gallons of water a minute.

Within hours of the time the flooding began, the CTA halted subway service out of concern for safety and initiated substitute service. North-south main line trains to Howard Street, Englewood and Jackson Park used the original elevated structure, as they did before the State Street subway was opened in 1943. The original "L" structure replaced by the Dearborn subway is, for the most part, long gone, so buses were used from Division/Milwaukee on the northwest side to the University of Illinois stop on the west side.

Belcaster said the CTA lost $70,000 a day in revenue, paid out $300,000 to $400,000 a day in overtime and spent $3,000,000 for repairs in the first three weeks alone. He said costs could top $20,000,000. The Federal Emergency Management Agency (FEMA) is expected to pick up 75 percent of the repair cost, and the city of Chicago and State of Illinois are negotiating how to split the rest.

Despite that, both Belcaster and CTA Chairman Clark Burrus said riders would not have to foot the bill. At a CTA board meeting shortly after the subways reopened, Belcaster said he intended to hold the line on both fares and service. This is not to say the final costs are known.

"There was damage electrically," Belcaster said. "On Dearborn alone we replaced 7000 feet of lights." Two electrical panels were replaced in the Dearborn subway, one in the recently refurbished State Street subway. Extensive concrete grouting was done to eliminate potential water pockets surrounding all subway tubes where water leaked, and additional bulkheading was installed in isolated sections of the freight tunnel system that linked the State and Dearborn subway tubes, even though those isolated sections themselves did not flood.

"We don't know how much moisture we took on or how it is going to affect us long term, so that's why we're going to monitor it often," Belcaster said. "If, in the future, we detect other voids, then we have to go in and do that too. This is not a cheap operation."

Before reopening the subways, each underwent four days of tests to determine if the signal system, trackage and the tubes themselves were in good repair. The climax was a ten-hour test simulating rush-hour conditions, in which trains loaded with sandbags and boxes of nuts and bolts ran on three-minute headways in both directions. CTA Executive Vice President Lonnie Hill said sandwiched in with the trains were two 50-ton wrecker cranes, hooked together. Hill said their weight, in just two cars, was 1.5 times the weight of a fully loaded eight-car train with standees.

"We did more than what we normally have down here, and the tubes showed absolutely no movement," said Hill, who pronounced the subway tubes "extremely well built."

Although the State Street subway reopened May 1 and the Dearborn subway May 7, CTA officials said chances remain good that additional repair work will have to be done. Although the State Street subway underwent its first-ever reconditioning last summer, the Dearborn subway, opened in 1951, has not been renovated since it was opened. Belcaster left open the possibility that it may ask the Federal Emergency Management Administration for money to help pay for reconstruction costs.

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

Great Chicago Flood

Many thanks to Bob Rodenkirk for the detailed information.

BART Cars Built in Pittsburg

Those looking at the headline may think there is something misspelled. No, we're not talking about Pittsburgh, Pennsylvania, but Pittsburg in the San Francisco Bay area. Harre W. Demoro, reporter for the San Francisco *Chronicle*, sent news that the 80 new rapid transit cars for BART are going to be assembled in an old U.S. Steel plant in Pittsburg. In addition to the BART cars, 88 double-deck commuter and long-distance passenger cars will also be built in the facility.

Morrison-Knudsen Corporation, which won the contracts, has announced that about 400 jobs will be created for the car building process. About $2 million will be spent to refurbish the building over the course of the next year or so. BART has an option to buy 170 more cars from Morrison-Knudsen, and if that option is exercised they would also be built in Pittsburg.

Easton-Phillipsburg Trolleys

Rail enthusiasts in the area of Easton, Pennsylvania, and Phillipsburg, New Jersey, neighbors on either side of the Delaware River at its with the Lehigh River, are proposing a trolley line to link Bushkill Park on the Pennsylvania side with Phillipsburg Railway Park on the New Jersey side. The Phillipsburg Railroad Historians is one of the enthusiast groups pushing for the line.

Some time in March the group was to meet with representatives from Conrail and from Northampton County to discuss buying Conrail's abandoned railroad right-of-way that would be used in constructing the trolley line. The right-of-way was once owned by the Easton & Northern Railroad; it begins at 25th Street in Easton near the Dixie Cup plant. It runs east a ways before crossing the Lehigh River on a trestle. From there it will go along in an easterly direction to Canal Street and cross the Delaware River on a former Lehigh Valley Railroad bridge. Eventually, Peter Terp, president of the historians group, would like to see the proposed trolley line connect Bushkill Park with the Canal Museum and the Phillipsburg Rail Museum.

The information was sent to me by Kurt E. Haffner. He tells me that Conrail abandoned the bridge formerly belonging to the Lehigh Valley Railroad because it required excessive maintenance. This has interesting possibilities. Thanks again to Kurt Haffner.

Memphis: Equipment Problems

Memphis, Tennessee, is in the process of building a downtown trolley project as a tourist attraction. The construction of the stub-ended two-mile-long first-phase trolley line is well under way, according to a letter from David M. Johnston. Some rail has already been placed in the street on those segments of the system beyond the north and south ends of the Mid-America Mall in downtown Memphis.

The catch now is, what kind of rolling stock to use. Originally, vintage old-time cars were to be paid for by businesses by means of individual sponsorship. This did not materialize, in part because of the change in mayors on January 1, 1992. The recession was another factor. Well into March 1992 there had been no solution about how to fund the acquisition and restoration of the cars.

To add further interest, the Memphis Area Transit Authority, the agency that will eventually operate the trolley line, purchased a number of unrestored trolleys using money from its contingency fund. It was expected that the transit authority would be reimbursed when the money from the private sponsors arrived. Several of these cars are four-wheel types, and there is considerable debate whether they will be large enough to be useful and meaningful as people-moving vehicles. The transit authority has eleven antique trolleys, and renovation has to get underway very quickly, otherwise the track structure will be in place with nothing to operate upon it. Now the task is to find someone to help supply the funds for the repayment of the contingency money to the transit authority and to renovate the cars. Again, thanks to David Johnston for the news.

Flashes

Conrad W. Kreisel, a retired engineer for both Central of New Jersey and Conrail, sent me a letter concerning the **NEW JERSEY TRANSIT** North Jersey Coastline rail schedule effective April 5, 1992. It shows that there are six eastbound and six westbound trains to and from Hoboken at the former Lackawanna terminal. The trains use what is called the Waterfront Connection.

In the **HARTFORD, CONNECTICUT**, area there is a proposal to run a light rail system along the old Griffin rail line from Hartford's Union Station into Bradley International Airport at Windsor Locks, Connecticut. There would also be a spur from Hartford to East Hartford along the right-of-way of the old Central New England Railroad. Much of this was taken over by the New Haven in times long past. Thanks to Jim Lucie for the news.

Monday, April 27, 1992, saw the beginning of work on the construction of the **DALLAS LIGHT RAIL TUNNEL**. DART workers began to remove tracks from the Missouri-Kansas-Texas Railroad to make way for the entrance to the tunnel beneath the North Central Expressway. The $87-million, 3.5-mile North Central tunnel is to be built by S. A. Healey Company of McCook, Illinois, and will run from near Routh Street in downtown Dallas to Mockingbird Lane.

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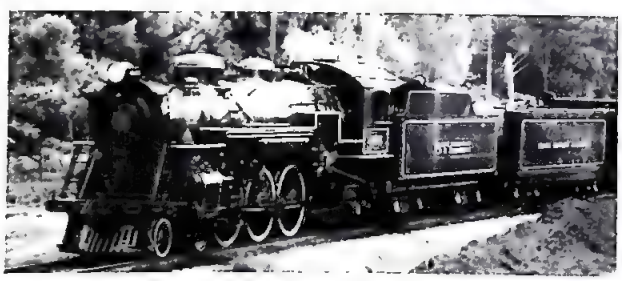

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The Challenge of

I was sitting there on the indoor plumbing of the office "reading room" clearing my mind with a copy of Johnny Krause's book *Extra South* when I paused on page 106 with three views of different short line 2-8-0s. The image of Carolina & Northwestern 273 at Chester, S.C., in 1933 struck a familiar chord: I had just made a photostat of a nearly identical view for use in this issue. Mike Del Vecchio's roster shot on page 68 of New Hope & Ivyland 2-8-0 Number 40 at Lahaska on June 29, 1992, had nearly the same "feeling," right down to the engineer's unposed pose.

Earlier this summer, *Railpace* Editor Tom Nemeth and I had walked over to New Hope after the Jersey Central NRHS Chapter's banquet at the Lambertville Inn and found NH&I 40 basking in late afternoon light in a similar pose, quietly hissing steam as the crew made preparations to bed her down for the night. Neither Tom nor I had a camera, so we just watched and soaked up the atmosphere, noting how "real" the workaday weathered little Baldwin looked. There was no sense of urgency or O-my-God-we'll-never-see-this-again panic. The NH&I would be there tomorrow, and the 40 was as comfortable as an old shoe. This was, indeed, working steam.

Of course, what had made the moment so perfect was the fact that today's NH&I had gotten rid of the garish decorations that had made the poor 40 look like a circus freak for the past decade and had gone back to her Baldwin 1923 appearance. A full day's work on the road had done its wonders with nature's weathering brush.

Steam locomotives today are occasionally capable of such timeless moments. It is the challenge of the railfan photographer to capture them — or like Tom and me, to at least observe them.

In this issue we feature three very different contemporary steam locomotives that were all photographed in the past few weeks: NH&I 40, ET&WNC 4-6-0 No.12 and Susquehanna 2-8-2 142. Each offered a different challenge to the photographer, but each was also a very real encounter with working steam in the summer of 1992!

Preserved steam and tourist railroads — and fantrips and museums, as well — offer the photographer the opportunity to select and capture those moments when the steam image becomes timeless. The NH&I is pretty easy, with a very picturesque route and a handsome consist of authentically painted Reading coaches. Just look at our front cover if you have any doubts. All you have to do to get timeless photos is simply eliminate Toyotas and kids wearing Guns N'Roses T-shirts.

The Tweetsie narrow gauge 4-6-0 is a bit more challenging. While it does wear authentic ET&WNC lettering, Frank Coffey's meticulous shop crew never lets the little Baldwin

BY JIM BOYD

Tourist Railroads

get dirty — they even make their first move of the day backwards so that the stack "clears" without raining accumulated soot down on the engine and train. The polished brass and red trim are a bit more than the old ET&WNC applied on all but the most special of occasions, but the lettering and white tires and running board stripes are quite evident in the vintage movies of sister No.14 in Jim Herron's first *Glory Machines* videotape (see VIDEOS).

The problem with the Tweetsie Railroad for the railfan is that the usual tourist train is made up of open-sided tourist cars, and while the old ET&WNC did have a few "summer cars" of roughly similar appearance, today's multi-colored consist is a bit hard to take.

The answer here is two-fold. The most obvious is to simply choose camera angles that crop out the train — head-on at the S-curve crossing just east of the trestle or by using the tree in the middle of the trestle as a frame and view-block. Or you can simply render the overdone colors meaningless by shooting in black & white.

I didn't fully appreciate this last technique until last month when I had to come up with a print of the A&WP 4-6-2 290 for the Mark I Video ad. I had been shooting most of the runbys with a camera loaded with T-Max 100 alongside my camera with Kodachrome 64. But I was "thinking" color, hand-holding the Kodachrome camera while tripoding the black & white and video camera. I judged my results by the color slides and full-color video; the black & white negatives were just developed and filed for future use. We needed the 290 ad photo in a hurry during our production deadline, and Mike Del Vecchio printed it for me in the darkroom.

I was almost thunderstruck when I saw the 5×7 print (August '92 R&R, page 33). It looked like something out of a Dick Prince West Point Route book! The black & white had wiped out "today" from the image and instantly dropped it back to 1948 when the entire world was black & white. I had almost forgotten I could take pictures like that.

Black & white photos of Tweetsie No.12 have the same effect. Without that red pilot being visible, the black & white shots look like something Johnny Krause took back in 1950. And if you still don't like the red trim, put your camera down and just *listen* as No.12 whistles off, accelerates up the 2% grade through the S-curve cut and hammers over the trestle like God and Baldwin intended. Pictures aren't everything. Sometimes you might have to be satisfied with the experience.

Okay, sport, what about that Susquehanna Mikado? That's easy. Having been built in China in 1989, it has no nostalgia or heritage or history. There's nothing to *re*capture. Everything that happens is new and

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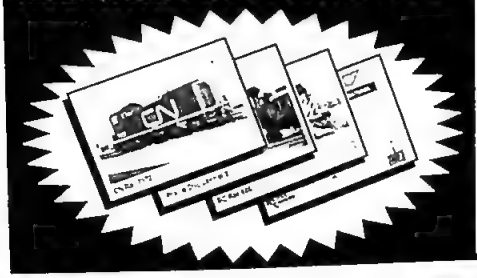

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legitimate. It is a mod[illegible]nd buying tourist attraction t[illegible]oney and w[illegible] friends. It doesn't get [illegible] "real" than that!

Of course, Del Vecchio's night adventure at Little Ferry roundhouse (page 81) caught the engine in a historically significant encounter with the Susquehanna's past, and those photos will be very valuable in the future when SeaLand containers are piled where Russian Decapods — and one Chinese Mikado — once were made ready for their revenue tasks. (S'pose someday the Valley Railroad Historical & Technical & Hysterical Society will prevail on the transcontinental NYS&W to bring the 142 back from Cheyenne and restore her to her original Valley Railroad number 1647 and script herald for Railfans Day?)

I once did a CAMERA BAG on the theme of "f8 and be there." Tourist railroad, museum and fantrip steam today presents an opportunity to "be there" in the steam era. You just have to be creative in your timing and positioning and selective in your photo images and experiences. There is a lot about steam in the 1990s that is tasteless, garish, disappointing, phony and even downright boring.

But it also has its wonderful moments. When I can look at a 1933 photo of a Carolina & Northwestern 2-8-0 and immediately relate it to a recent experience, it occurs to me that today isn't such a bad time to be a railfan.

Besides, when I get tired of steam, I can always go out and catch a Conrail Dash 8-40CW. You couldn't do that in 1933!

Kodachrome update

One item if misinformation crept into the September '92 CAMERA BAG discussing Kodalux processing, mailers and the prepaid processing that Kodalux will no longer honor on gray market film.

Kodalux *will* honor processing on gray film with a "P" after the film type on the box and on the canister. Effective June 1, 1992, Kodalux will no long honor processing on film with a "PU" after the film type. Apparently, there are two types of "gray" market Kodachrome sold "with processing," and both have red ends on the actual film canister. The difference being that the "PU" film is unmounted and the "P" film is mounted. According to Kodalux in Fair Lawn, N.J., the reason for this is that the "PU" film is manufactured overseas and the "P" film is made in the U.S. Kodak stopped reimbursing Kodalux for processing on foreign-made film-with-processing, not the American-made "P" film. So, you folks with a 'fridge full of Kodachrome "P" film can relax, for now.

Also, it seems Kodalux plants around the country have been getting a tremendous number of phone calls complaining about mailers being returned "Bulk Mail," a much slower means of shipping than the First Class service previously used. The Kodalux representative at Fair Lawn said the calls are getting excessive and that they are trying to find a workable solution, and that rescinding the Bulk Mail policy isn't out of the question. Nice work mailer-users, and here are those toll-free Kodalux numbers again: Dallas, Texas, 800/345-6971; Findlay, Ohio, 800/345-6975; Rockville, Md., 800/345-6974 and Fair Lawn, N.J., 800/345-6973. Each Kodalux plant has people on duty during business hours to answer questions and listen to complaints — M.D.

John L. Treen, 1928-1992

It was the end of an era on the Susquehanna with the passing of John Treen on June 30. A 43-year veteran of NYS&W service, he was a true and loyal railroader and an avid rail enthusiast. Active with the labor unions, he had become the general chairman of the BRT, UTU and BofLE, and he was influential in efforts to keep the NYS&W running through the bankruptcy that preceded the purchase by current-owner Delaware Otsego. The new owners, aware of John's loyalty to the road and his extensive knowledge of operations, customers and history, brought him into a variety of managerial positions. He reluctantly left union work but realized that he could do a great deal to retain jobs and customers by accepting management responsibilities. He retired in 1989, his long career punctuated with a banquet held by his employer. John had expressed a deep satisfaction with the operation of modern container trains over a line that came perilously close to abandonment less than a decade earlier. The railroad also honored John by putting his name on Alco C430 3000 (January '91 R&R, page 51).

As a railfan, John photographed North American railroading with a fortunate emphasis upon the route of his employer. Before becoming a railfan, he would take his camera to work and photograph many railroad scenes and situations because they were interesting subjects — many of these views are the only known photographs of certain rural areas. John's photos and information have been part of virtually all published information on the Susquehanna, and he was a kind and generous individual who was always a great help around the Carstens office. He leaves behind a host of friends who will miss his companionship on excursions and informal gatherings.

At John's request, neither funeral nor memorial services were held. A memorial fund to honor his memory and complete the efforts of the NYS&W Technical & Historical Society to restore and operate Budd RDC M-1 has been established. John worked on this car during his career, and it will carry a plaque bearing his name and recognizing his unique personality as an individual and a railroader. Work on the M-1 is roughly 80% complete, and its anticipated return to service should be by the end of 1992. Contributions to the memorial are kindly directed to the NYS&WT&HS in care of Robert E. Mohowski, 1001 Crystal Lake Terrace, Franklin Lakes, NJ 07417 — BOB MOHOWSKI.

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CLASSIC EMD CAB UNITS Say, what ever happened to that fleet of double-ended F-units that was built for Australia's Victorian Railways and painted in a Down Under version of the old Erie Railroad livery? Well, four of the six remaining in-service units were arranged for a portrait by V-Line Road Foreman of Engines Dale Gauwitz at the road's South Dynon engine terminal in Melbourne on Good Friday, April 17, 1992 (page 82).

Between 1952 and 1955 a total of 26 of these ML2 locomotives (B-60 through B-85) were built under license from EMD by Clyde Engineering in Australia. Basically the equivalent of an American F-unit with Co-Co trucks (the Aussies add the small "o" denoting that the axles are not connected by rods), the 1500-h.p. ML2s were actually adapted from our F-units for smaller loading gauges, lighter axle-loadings and 5'3" track gauge. And yes, the original black and yellow livery was based on a color photograph of an A-B-A set of Erie units. These distinctive cabs are currently used mainly on commuter trains on the Victorian Railways, now known as V-Line. The ML2s are significant in that the Australian requirement for a three-motor "bogie" directly led to the development of EMD's C-C trucked SD7s and all those six-motor units that followed.

BALDWIN S12 On Saturday July 11, 1992, the Railroad Museum of Pennsylvania completed restoration of a Baldwin S12 diesel switcher that it had obtained from the U.S. Naval Weapons Station Earle at Colts Neck, New Jersey, last spring. It was built in November 1952 as Navy 65-00369, it was one of ten Navy S12 switchers that were added on to a 37-unit order for the Pennsylvania Railroad. Prohibited by federal regulations to restore the unit with military markings, the museum decided to replicate Baldwin S12 demonstrator 1200, although serious consideration was given to the idea of painting the unit PRR, since it was built to Pennsy specs. Baldwin's Eddystone Plant, near Philadelphia, was an important part of railroad history within the state of Pennsylvania. Interestingly, the Morristown & Erie Railway was contracted to prepare the vintage Baldwin for interchange, and it travelled to Strasburg during December 1991 as M&E No.7.

The original Baldwin 1200 and sister 1201 were built in August 1953 and then sold to the Rock Island as numbers 758 and 759. The 758 was subsequently resold to Southwest Lumber Mills and sold yet again to ASARCO, Inc., at Glover, Missouri.

The "new" No.1200 is painted in the authentic black-with-white-lettering Baldwin demonstrator livery. As part of the restoration, the unit was returned to operating condition by museum volunteer and former-PRR Wilmington Shops diesel mechanic Jim Grace. The 1200 is now used as the museum switcher — RICHARD M. GLADULICH.

PACIFIC RAIL INDUSTRIES E8 When the new Metrolink commuter operation in Los Angeles began receiving its UTDC/Bombardier-built bi-level coaches several weeks in advance of its F59PH locomotives this past spring, it leased E8 519 (ex-Metra, nee-C&NW 5022A) from Pacific Rail Industries of Colton, California, as temporary power to switch the coaches at Metrolink's L.A. yard. Because the E-unit is equipped with a Head End Power generator and push-pull control gear, Metrolink was able to road test its coaches upon arrival. The blue and light gray paint that Pacific Rail applied to the E8 (page 4) matched well with the Metrolink scheme. With the delivery of the first F59PHs in late May (September 1992 RAILNEWS), Metrolink was able to end its lease of E8 519. Other assignments for the unit have included an appearance on the television series *Homefront*.

VENTURA COUNTY GP7U 100 In mid-June, the first of two ex-Santa Fe GP7u's shopped and painted by Great Western Railway for new owner Ventura County Railway arrived VCRY's interchange with the SP at Oxnard, California. VCRY 100 (ex-AT&SF 2196) had been seen making shakedown runs at Longmont, Colorado, on June 2 (page 82) before starting its journey west. Soon to follow was sister unit 101 (ex-AT&SF 2179). The Geeps will replace an SW1200 that VCRY has been leasing from NRE and will spell the end for two of VCRY's three ex-SP S6s. Out-of-service S6s No.7 and No.11 will be used as parts supplies for operable S6 No.9, which Ventura County is keeping in order to switch a customer whose trackage is too light to handle the weight of the Geeps.

GRAND CANYON RAILWAY FPA4 6773 At the same time it was selling off its two ex-Santa Fe GP7s (December 1991 RAILNEWS), Grand Canyon Railway was acquiring ex-VIA FPA4 6773 for back up power on the normally steam-powered passenger trains and for regular power on work trains. As of this summer it was wearing its new Pullman green paint with black roof and gold markings (page 4). Though the scheme is quite spartan, it's a good match for GCRy's ex-SP Harriman coaches, and since the FPA4 has a steam generator, it can be used to heat the train during winter trips. Current steam power on the excursions are ex-LS&I 2-8-0s 18 and 29. The rebuilding of ex-CB&Q 2-8-2 4960, originally scheduled for this summer, has not yet begun. GCRy launched its 1992 season with two new classes of service: Club Class, which offers cocktails in a tastefully-converted "club car" on Fridays and Sundays, and Deluxe Class, which makes 1927 Pullman parlor car *Chief Keokuck* available for private groups with cocktails, soft drinks and hors d'oeuvres, plus optional catering. For fares and details, phone 800/THE-TRAIN.

NEW PAINT The blue and silver paint scheme that Arizona's Apache Railway adopted in 1980 to replace its previous Bicentennial scheme has itself been replaced by new colors. C420 81 emerged on July 14, 1992, as the first Apache unit in the new green and white paint (page 82). While the new livery is only a change in the colors and not the pattern of the Apache scheme, it has introduced new lettering beneath the railway's name on the long hood indicating ownership by the Stone Container Corporation, which purchased the paper and grain hauling short line in 1987. The new paint will also be applied to Apache Railway's three other C420s and three RS36s over the next seven to eight months.

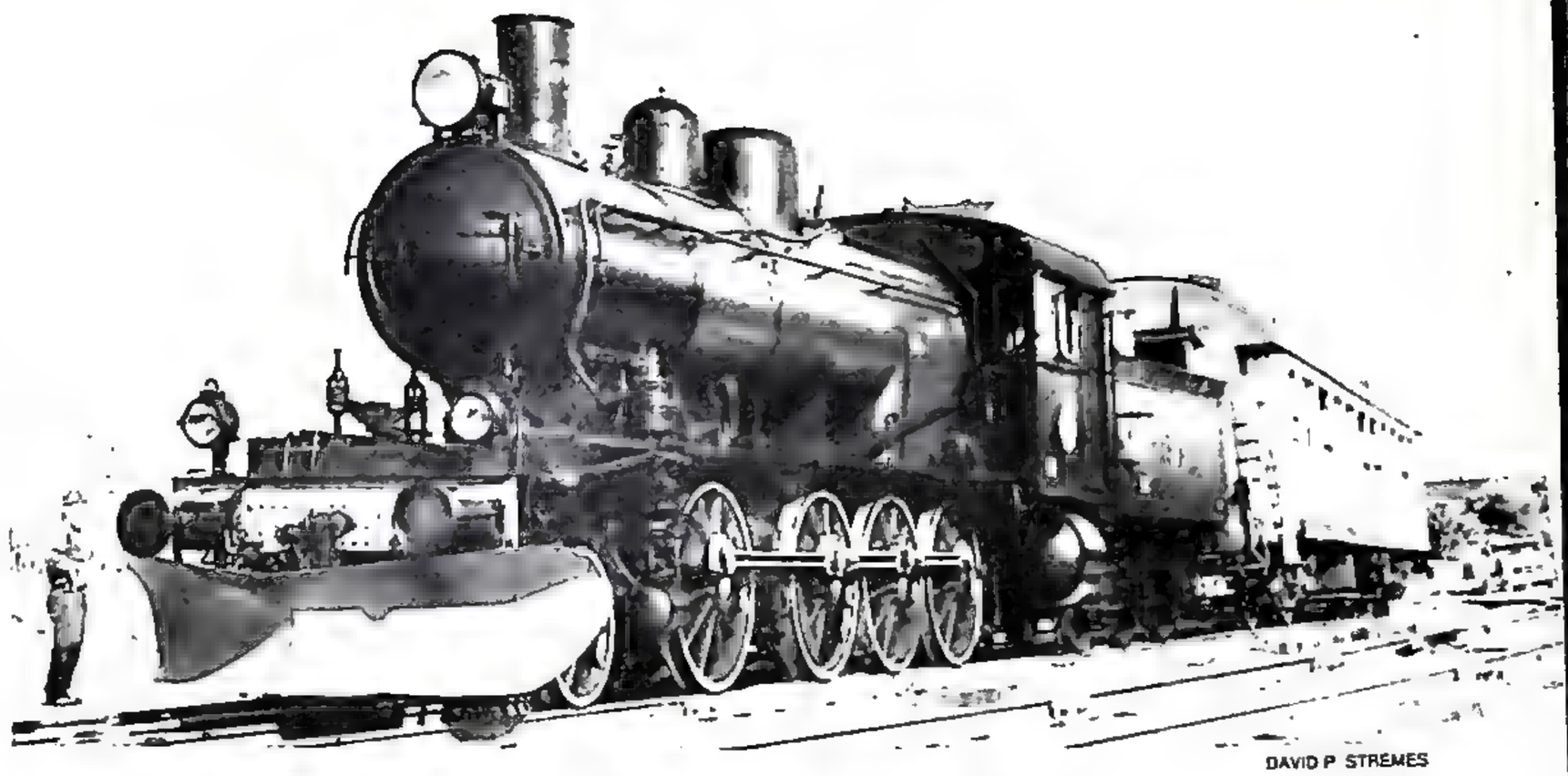
EMD BL20-2 120 New from EMD is the BL20-2, a 2000-h.p. remanufactured locomotive aimed at branch line applications. A total of three have been constructed, and they will be added to EMD's lease fleet. The BL20-2s are being remanufactured from GP7s and GP9s, and the intent is to provide an essentially-new medium horsepower locomotive at a reasonable price to compete with the numerous rebuild shops that have been springing up over the past few years. The old Geep frames are strengthened to meet current crash worthiness standards, and the original 16-567 prime movers are retained with the horsepower boosted to 2000 by a specially-designed "supercharger." The smaller displacement of the 567 makes it inherently more fuel efficient than a similar-horsepower 645, and the BL20-2 is advertised as being 18% more fuel efficient than the Geep from which it was built. Other features include improved AR10-D14 alternator and D77/D87 d.c. traction motors and EMD's highly successful "Dash-2" electrical system.

First to be completed was the 120 (page 82), which was released from the La Grange paint shop on May 27, 1992, just in time to attend the 1992 Galesburg Railroad Days. It was built from Burlington Northern GP9 1978, originally SP&S 153, traded in to EMD in October 1990. The two other BN GP9s traded in for BL20-2 conversions are 1964 and 1713, nee-CB&Q 279 and NP 213 respectively. Interestingly, with all the rebuilding and upgrades, these factory-fresh 1992 locomotives retain their poling pockets.

THE MURPHY BRANCH The North Carolina Transportation Museum at Spencer Shops, N.C., sponsored a two-day excursion with Great Smoky Mountains Railway 2-8-0 1702 (former-U.S. Army/Reader) between Dillsboro and Murphy on June 6 and 7, 1992. Now operated by the freight and tourist-hauling GSMR, this scenic and historic line boasts the treacherous Red Marble Gap grade — 4.2% in both directions. The five-car train (two cabooses and three coaches) ran one way each day, overnighting in Murphy, and passengers had the option of riding one way in either direction and returning by bus. A diesel was cut in for help and braking on the grade, but the 1702 ran most of the 148-mile round trip unassisted.

C&NW 4-6-0 1385 After a two-and-a-half-year hiatus for major shop work, Mid-Continent Railway Society's C&NW R-1 4-6-0 1385 put on a fine show during a 16-day, 1000-mile tour of Wisconsin. Kept at the Mid-Continent Railway Museum at North Freedom, 1385 ferried over the C&NW to Madison beginning on June 21 and then moved from Madison to Waukesha on June 22 over the Wiscon-

IMPORTED FROM SWEDEN for excursion service between Hull and Wakefield, Quebec, ex-Swedish State Railways 2-8-0 909 (**right**) and its 1940s coaches awaited departure from Hull (across the river from Ottawa, Ont.) for their first trip on the ex-CP line to the top of the grade at Chelsea on June 26. Choo-Choo Inc., the operators of the new service, opted for the Swedish equipment because no suitable steam power could be found in North America, and the Swedes are actively disposing of vintage rail equipment that had been stockpiled during the Cold War. Also acquired was a Swedish GM-designed T43-Class diesel 244, which serves as back-up power for the 909. Choo-Choo officials may return to Sweden to buy one or two additional steam locomotives. Excursions are expected to be run year-around.



DAVID P. STREMES

RICK GLADULICH

STEPHEN FLYNT

BALDWIN S12 "demonstrator 1200" posed at the Railroad Museum of Pennsylvania on July 12, the day after its restoration. The 1952 Baldwin is actually ex-U.S. Navy 65-00369, obtained last spring from the naval weapons station at Colts Neck, New Jersey. The museum transformed the S12 into a replica demonstrator because it's illegal to restore locomotives to their military markings.

BOB SCHMITT

THE MURPHY BRANCH in western North Carolina, once owned by the Southern Railway and now operated by Great Smoky Mountains Railway, hosted a two-day excursion with GSMR 2-8-0 1702. The ex-U.S. Army/Reader Consolidation and its five-car train were photographed between Marble and Tomotla, N.C., on June 6, day one of the trip.

C&NW 4-6-0 1385 made a 16-day, 1000-mile tour of Wisconsin during June and July, hauling freight on Wisconsin & Southern while en route to and from a series of excursions on the Wisconsin Central. On July 4th, the 1385 steamed through Horicon (**left**) past WSOR F45s 1003 and 1002, ex-BN units recently acquired from Transcisco Tours.

sin & Calumet, then Wisconsin Central to Slinger and Wisconsin & Southern to Horicon. That afternoon the 1385 hauled a WSOR freight train from Horicon to Cambria and another freight from Horicon to Oshkosh the following day. Wisconsin & Southern-owner Bill Gardner welcomed the Ten-Wheeler on the extra runs and was reported to be anxious for 1385 to return.

One purpose for the ferry move was a series of successful Wisconsin Central excursions between Wausau and Merrill each day between June 25 and 28. On Thursday and Friday two and three round trips were run with 1385 solo and seven passenger cars. On the ten Saturday and Sunday trips, GP35m 4007 was added to the north end of the train to eliminate run-around moves at each end. On Monday, June 29, the 1385 ferried from Wausau back to Horicon for July 4th weekend excursions to Brown Deer (a suburb of Milwaukee). The July 4th trips were not as well patronized as the WC trips, and a diesel substituted on one trip when 1385 ran out of coal. The ferry move back to Mid-Continent had its troubles when the WICT pilot expired on the 12-hour law at Lima Center. The WICT is short of manpower, and a new pilot couldn't be called for 36 hours. During this outing the 1385 certainly had her moments of glory as she was loaded down to 4 m.p.h. with one of the excursions on Byron Hill and nearly stalled in downtown Oshkosh with a Wisconsin Central freight. Back at the museum, 1385 is holding down the regular passenger trains for the rest of 1992 — ANDREW S. NELSON.

IMPORTED FROM SWEDEN The Susquehanna and others may have their Chinese steam locomotives, but now Choo-Choo Inc. in Hull, Quebec, has a complete passenger train from Sweden, including an ex-Swedish State Railways 2-8-0 and T43-Class diesel. The train operates on a section of ex-CP track between Laman and Wakefield, Que., that until 1986 had carried tourist trains led by the Ottawa museum's CPR 4-6-2 1201. After the National Capital Com-

mission canceled its operation of the tourist trains due to a 900% increase in insurance premiums, the newly-formed Hull-Chelsea-La Pêche Tourist Development Council and Choo-Choo Inc. began the search for new equipment and backing. The HCLTDC announced in February 1992 that funding had been obtained to get start-up operations underway. Choo-Choo Inc., headed by Marc Grondin, purchased in Sweden ex-Swedish State Railways 1907 2-8-0 909, GM-designed 1962 diesel T43 244, nine passenger cars and two short flat cars for approximately $500,000. When questioned as to why Swedish equipment, a spokesperson indicated that a search throughout North America failed to turn up an available, suitable, operational steam locomotive. Sweden has been disposing of equipment from its reserve fleet now that the Cold War is over.

The equipment arrived the Port of Montreal aboard the M.V. *Federal Maas* on June 17. Luckily, CP was able to borrow two special flat cars from CN to couple to the foreign equipment for the ferry move from Montreal to Hull. Immediate work done on the 909 included reattachment of the connecting rods, electrical wiring of the headlights (which were originally set up to burn acetylene) and installation of a radio and bell. Each of the passenger cars had retention tanks added. The 909 was fired up on June 26 for a test run with all nine cars to the top of the grade at Chelsea — the Swedish diesel coupled on the rear in case an assist was needed. The next day, a ceremonial first trip was made all the way to Wakefield, the return leg delayed when the 909's pony wheels (there is no pony "truck") derailed after encountering stones placed on the rail or in a flangeway. Without re-railers at hand, the crew used old ties to rerail the 909 with assistance from the diesel. A second derailment occurred in July. Officials are apparently going back to Sweden to select one or two more steam locomotives that are more powerful to help share the workload with the 909.

The 909 is scheduled to continue running seven days a week year around. For fares and other information phone 819/77-TRAIN or write to Choo-Choo, 199 rue Montcalm, C.P. 1032, succursale B, Hull, Quebec, J8X 3X5 — DAVID STREMES: BYTOWN RAILWAY SOCIETY.

EMD's SD70Ms Confirming the "rumor" of their development reported in the April 1992 RAILNEWS, the first three SD70M prototypes have indeed been built in London, Ontario. Assigned road numbers 7000-7002, the Super Cab units wear the striking new wine-and-silver EMD demonstrator livery. The 7000 and 7001 travelled to the La Grange, Ill., plant during mid-July to be set up for service. While EMD is not officially calling these units demonstrators, they will serve that purpose and will likely become part of the lease fleet. Interestingly, the SD70M cabs feature a two-piece F45-like windshield, unlike the three-piece windshield on the SD60MAC prototypes (May '92, page 4), and the front wall of the SD70M cab appears to be slightly further forward with a shorter nose than previous EMD Super Cabs of either windshield configuration. Also, 7000 and 7001 have EMD's lease fleet herald on their noses rather than the art-deco "GM" herald on the initial artist's rendering (November '91 R&R, page 90).

The new "70-series" from EMD features a 4000-h.p. 710G3B prime mover, EMD's improved main alternator and D90 traction motors, Integrated Cab Electronics and the innovative HTCR radial truck which actually steers with the curves reducing wheel and rail wear. Norfolk Southern is the first railroad to place an order — six units for a first quarter '93 delivery with conventional cabs.

In other news, Conrail has placed its 1993 order for 75 locomotives. Though the split between EMD and GE has changed once already, at press time it was 45 SD60Ms and 30 Dash 8-40CWs for a fourth quarter '92 and early '93 delivery.

UNION PACIFIC Progress can be reported on the rebuilding of Union Pacific's A-B-A set of E9s (951, 949 and booster 970B). By June 1992 the trio was at VMV Manufacturing in Paducah, Ky., awaiting their turn on the shop floor. All three will be rebuilt into "E38-2s," which will involve replacing the twin 12-cylinder 567 prime movers with a single 16-cylinder 645 prime mover. This will make the units compatible with the rest of UP's diesel fleet, although externally all three look like true E-units right down to the exhaust being directed through the original stacks. The A-B-A set was made complete when the 970B was donated back to the UP by the Portola Railroad Museum, which had bought the empty carbody from the Alaska Railroad, which had bought it from Amtrak which had had the locomotive converted to a steam generator car by the Illinois Central Gulf's Paducah shops. The photographer in describing his own photo (**opposite**) wrote, "Think of it this way, in a span of 17 years the 970B was neutered, sold three times, wound up in the hands of its original owner, and was returned to the same shop where it was neutered to be rebuilt into a powered unit again."

All three units should be complete by late summer 1993 and are expected to "work" their way back to Cheyenne together — that should be quite a sight!

DULUTH & NORTHERN MINNESOTA On July 11, 1992, Duluth & Northern Minnesota 2-8-2 No.14 made its inaugural post-restoration run with a round trip excursion from Duluth to Two Harbors, Minnesota, on the North Shore Scenic Railroad's ex-DM&IR trackage (page 4). The 1913 Baldwin had last operated under its own power in 1959 for the Lake Superior & Ishpeming before being sold to Inland Lime & Stone at Gulliver, Michigan, where it remained until 1974 when it was "brought home" by the DM&IR and donated to the Lake Superior Museum of Transportation in 1981. Initial restoration work began ten years ago, but the bulk of the project was done over the last five years by volunteers from the Duluth museum.

AN HISTORIC SPIN To celebrate the 100th anniversary of the joining of the two halves of the Ohio Extension, which ultimately formed the Norfolk & Western Railway, the N&W Historical Society held their 1992 convention in Williamson, W.Va., over the weekend of May 21-24. In 1892 the final rail was laid at Rawl, W.Va., four miles east of Williamson, and a cast aluminum highway marker purchased by the Society was dedicated there during the convention. The inscription was written by member Tim Hensley, CSX resident vice president for the State of West Virginia.

Also in celebration of the Ohio Extension anniversary, on June 20, 1992, a golden spike was driven into the N&W westbound main at Rawl by N&WHS President James N. Gillium. A perfect background to this ceremony was N&W Class J 4-8-4 611, which was in Williamson with an excursion from Portsmouth, Ohio. To return to Portsmouth, the 611 used the turntable at the Williamson roundhouse (page 4), the first time the J has been there since a fantrip in 1959 — TOM DRESSLER.

WACCAMAW COAST LINE Interesting diesels are what's new on the Waccamaw Coast Line in '92. An A-B-A set of F-units is on the property (page 4) in the form of Canadian National F7 9158 and CN/VIA F9B 6622 purchased from Canada, and Louisiana & North West F7 48 (former-WAG 2400, nee-SP/T&NO 379). Also new is former-Union Railroad cabless TR5B "booster" 703B which will be mated with WCL's NW2 1040 — active cow-and-calf switcher sets are certainly rare these days. These new units join an already varied locomotive roster consisting of E8s 4257 and 520, former Milwaukee F7 88C and former Santa Fe CF7 2480, the latter two wear WCL's stunning ACL regal purple and silver paint scheme.

Due to ongoing track rehabilitation and upcoming repairs to the Intracoastal Waterway drawbridge at Myrtle Beach, the Waccamaw Coast Line will not run their excursion trains this summer. As track work progresses, WCL does hope to begin passenger operations on the 13 miles between Conway and the drawbridge. Once the bridge is repaired, WCL trains can operate to within two blocks of the ocean in Myrtle Beach. Also, re-flueing former-Rockton & Rion 2-8-0 203 (purchased from the Mississippi Transportation Museum in 1990) has been postponed due to the track work, but WCL expects to have it running in time for the 1993 season. Waccamaw Coast Line freight trains run at least five days per week with the day beginning at the Conway interchange at 8:00 a.m.

VIRGINIA RAILWAY EXPRESS June 22, 1992, marked the first day of operation for the Virginia Railway Express commuter service between Manassas and Washington Union Station. A new five-track servicing facility was built three miles south of Manassas and one mile north of the end of double track at Bristow, Virginia, on Norfolk Southern's ex-Southern main line. VRE's silver, blue and red RP39-2Cs, rebuilt by M-K from ex-CSX GP40s, are coupled on the south end of each train and thus push inbound and pull outbound. Service

BOB LaMAY

VIRGINIA RAILWAY EXPRESS Train 9333 was poised at Manassas, Va., on June 22 (**left**), the opening day for the new commuter service on Norfolk Southern's ex-Southern line between that city and Washington Union Station. Service on CSX's ex-RF&P line between Alexandria and Fredericksburg was to begin July 20. VRE's silver, blue and red RP39-2Cs (GP40s rebuilt by M-K) are coupled onto the south end of the push-pull trains.

THE RAIL STRIKE that initially hit CSX on June 24 and precipitated a nationwide shutdown of rail service, brought trains to a halt at places like Brunswick, Maryland, where the lineup on June 25 (**below**) included CSX FP7s 116 and 119 with MARC F9PH 85, Amtrak GP40TC 193, MARC GP39H-2 72, CSX GP40 6081 with MARC F9PH 84 and Maryland DOT RDCs. On June 26 a federal order brought an end to the rail shutdown.

GORDON BJORAKER

GORDON BJORAKER

CN ENGLISH ELECTRICS 6722 and 6724 were seen deadheading the consist of Train 955 east to Montreal during the evening rush hour on June 11. Retired in 1991, the 1926 CN boxcabs are now back in commuter service.

CLIFF DOWNEY

UNION PACIFIC E9s 949 and 970B were at VMV Manufacturing in Paducah, Ky., on June 21. They have been sent there, along with E9 951, to be rebuilt for UP as "E38-2s" with new single 16-cylinder 645 prime movers.

to Fredericksburg on the ex-RF&P begins July 20. Four trains each way are scheduled for both lines. Timetables and tickets are available from local businesses; tickets may also be purchased by credit card from machines at each station. No tickets are sold onboard the trains. This operation should be a success due to gridlock on parallel Interstate 66 — GORDON BJORAKER.

THE RAIL STRIKE Early on June 26, 1992, President Bush signed legislation ordering an end to the nationwide rail shutdown that had begun on June 24 (September RAILNEWS). The back-to-work order also called for a 35-day cooling-off period during which unions and management are supposed to resume negotiations. Initiating the nationwide shutdown was an International Association of Machinists strike against CSX, which prompted other unions at CSX to walk out in support. Fearing that the strike against CSX would spread to unions across the country, the other major railroads phased down operations and "locked out" their union workforces. What appeared on the surface to be a nationwide strike was for the most part a self-imposed idling of operations by the railroads. Among the few trains running during the shutdown were those on commuter lines like NJ Transit and CalTrain, plus a few odd movements like the solid waste train which UP ran from Seattle, Washington, to Arlington, Oregon, using management personnel, and the "Explorers VI" rare-mileage marathon excursion that moved west on Soo Line to Portal, North Dakota, to begin a week-long tour of freight-only main and branch lines on CP Rail. The IAofM and certain other unions say their arguments lie with only a few companies, including CSX, Conrail and Amtrak, over such matters as wages, medical care costs and job security.

CN ENGLISH ELECTRICS As of June 1992, CN's Pointe St. Charles Shops in Montreal had returned to service English Electric boxcabs 6722 and 6724, which had been retired in December 1991 due to frame cracks. As of June the pair was assigned in Montreal service to inbound Train 930 and outbound Train 955. These boxcabs were built in 1926, have 1200 h.p. and weigh 101 tons each. Like CN's 1914 GE boxcabs and 1950s centercabs, the English Electrics are used during rush hour only — GORDON BJORAKER.

The Tweetsie

ROBERT W. RICHARDSON

The "white lightning" sparkled as it sprayed through the cool, clear mountain air. It wasn't the old locomotive's first encounter with "corn likker," though. Many moonshiners had boarded the "narr' gauge" with a basket full of jugs hidden under a tablecloth, bound for the flatlands below. But that was long ago; the train was now loaded with suburban moms and dads, kids in tow. On June 20, 1992, former East Tennessee& Western North Carolina 4-6-0 Number 12 observed its "Diamond Jubilee," 75th birthday and 35th anniversary of hauling tourists on North Carolina's Tweetsie Railroad.

The "mountain dew" filled Mason jar was smashed against the engine's front coupler by Harry Robbins, Spencer Robbins and Frank Coffey, owners of the tourist railroad, to christen the locomotive in celebration of its listing on the Nation's Registry of Historic Places. And for the first time since 1954, No.12 was wearing authentic ET&WNC lettering.

"MOUNTAIN DEW" was used to christen No.12 for her 75th Anniversary on June 20, 1992, as Harry and Spencer Robbins held the tether and Frank Coffey bashed the Mason jar against No.12's coupler. In 1938 (**above**), No.12 was on an excursion at Newland on the Linville River. The ET&WNC ran excursions throughout the Great Depression.

JIM BOYD

Blue Ridge Narrow Gauge

The three-foot gauge East Tennessee & Western North Carolina Railroad was completed from Johnson City, Tennessee, to Cranberry, North Carolina, in 1882. In its 34 miles, the line passed through some of the most rugged terrain in the eastern United States. The railroad — which was begun in 1870 with five miles of five-foot broad gauge — was converted to narrow gauge and pushed eastward by Ario Pardee, who was also building the East Broad Top Railroad in Pennsylvania. The purpose of the ET&WNC was to transport iron from the Cranberry iron mine and furnace to connections with standard gauge roads in Johnson City.

Pardee brought in a Philadelphia engineer, Colonel Thomas Matson, to supervise construction of the line. It proved to be a demanding task. In the 19 miles between Hampton, Tenn., and Cranberry, N.C., the railroad gained 1500 feet in elevation. The Doe River Gorge provided a difficult entry to the mountains. Matson used bridges and tunnels to conquer the chasm. To speed construction he lowered mules into the gorge with block-and-tackle so the tunnels could be worked on from both ends. There were so many tight curves on the line that it was given the nickname

and ET&WNC Number 12

by John Waite

A Baldwin 4-6-0 spans two eras of railroading

"Stemwinder," which was immortalized in the book "The Balsam Groves of the Grandfather Mountain," by mountaineer Sheppard Monroe Dugger.

The first 20 years proved to be difficult for the little railroad. The parent Cranberry Iron & Coal Company's mine and furnace operated sporadically as the economy fluctuated and iron prices dropped with the opening of the Mesabi iron range in Minnesota. Hardwood timber tracts along the line were quickly harvested by small sawmill operations. General John Wilder's famous Cloudland Hotel atop Roan Mountain provided a lively tourist business, but it was short-lived.

Business improved when the Pardee forces acquired the modern Carnegie Furnace in Johnson City and closed down their old Cranberry furnace in 1901. The next two decades brought prosperity and growth to the railroad.

Over the years several small logging and mining railroads were built as feeder lines for the ET&WNC. In 1913, the ET&WNC acquired one of them, the Linville River Railway. It had been operating a twelve-mile line to a W.M. Ritter Lumber Company mill at Pineola, North Carolina.

In 1915, the company began building an extension from the Linville River Railway at Montezuma to timber tracts in the area of Grandfather Mountain. Within a year the road had reached a major sawmill at Shulls Mills, N.C., 58 miles from Johnson City. Linville Gap, between Linville and Shulls Mills, was the highest point (4545 feet above sea level) in the eastern United States served by a passenger train.

The Linville River Railway added eight more miles to the line in 1918 when it reached Boone, N.C. For the next 22 years, the ET&WNC and subsidiary Linville River operated 66 miles of narrow gauge, opening the remote mountains to the outside world. As the mayor of neighboring Banner Elk said on the occasion of the first train into Boone, "I can remember when the only way a person could get to Boone was to be born there."

Dual Personality

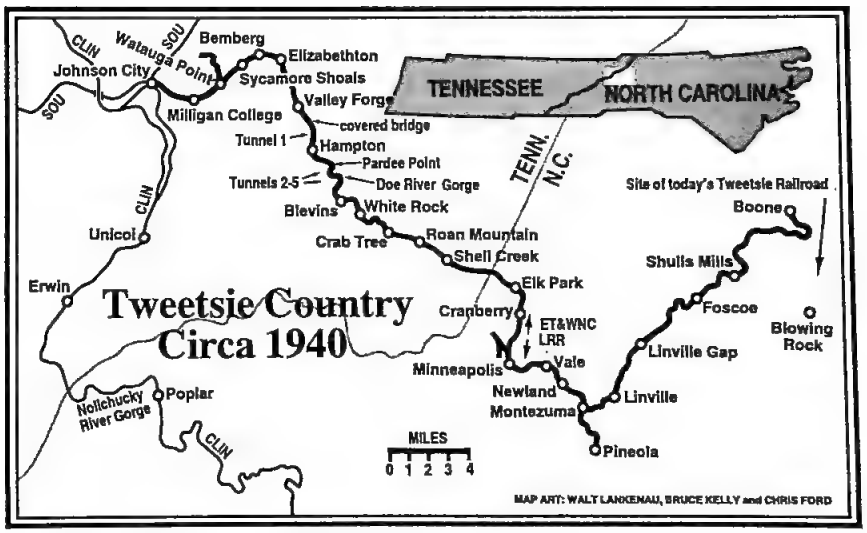
A third rail, to accommodate standard gauge traffic, was added on 14 miles of track from Johnson City to Hampton, Tenn., in the period of 1904 to 1910. For the next 40 years the railroad operated as a dual gauge line. Narrow gauge engines pulled standard gauge cars using an unusual three-way coupler. Standard gauge locomotives were not employed, but the 0-8-0 bought for Johnson City in 1906 was the largest narrow gauge engine built at that time.

As the railroad expanded, it also added rolling stock and motive power. Hoppers, gondolas and boxcars cars were built in the company shops at Johnson City until the road had over 200 freight cars. Between 1907 and 1919 the company purchased seven narrow gauge Ten-Wheelers from Baldwin Locomotive Works to add to the road's locomotive roster. The 4-6-0s were better suited to the 4% grades and tight turns of the little mountain railroad than the 2-6-0s and 2-8-0s they had been operating.

its open platform were well worth the extra half-dollar fare.

The most spectacular part of a trip on the ET&WNC began as the train approached Hampton. It crossed a 289-foot-long covered deck bridge just before entering the first of five tunnels. After leaving Hampton, the train steamed over a covered, through-truss bridge before passing through Tunnel 2 into the gorge. There the roadbed was carved into a rock ledge over a hundred feet above the raging Doe. When the river's twists-and-turns became too tortuous to follow, the little train crossed a deck bridge, passed through a tunnel and crossed another through-truss bridge — all within a quarter of a mile!

When North Carolina began improv-



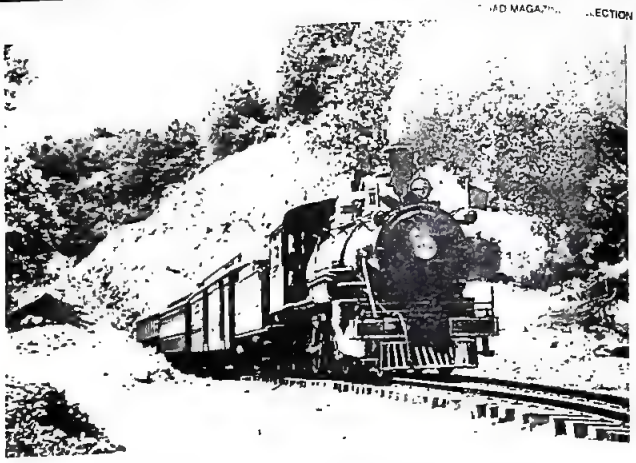
A variety of varnish handled the passenger business, including the only closed vestibuled narrow gauge passenger train in the United States at that time. Passenger runs were usually made behind 4-6-0 No.12 with Sherman Pippin at the throttle. They often included "triple combine" car 15, which squeezed a Railway Post Office, a freight compartment and a "Jim Crow" coach section for twelve passengers into a total length of only 40 feet. It would be followed by two handsome coaches (featuring gracefully arched windows, oak paneled interiors and rattan seats) and a brass-trimmed parlor-observation car named *Azalea*. The plush comfort of the parlor car's interior and the views from

ing mountain roads in the 1920s, passenger business fell off. To combat the decline the ET&WNC Transportation Company was formed to move into the passenger bus business. Several White buses were purchased, and routes through the mountains were established.

In 1926, a large rayon plant, American Bemberg, opened near Elizabethton, Tennessee. Two years later a second plant, American Glanzstoff, was built next to the original factory. These factories provided substantial business for the standard gauge portion of the ET&WNC. The railroad's first standard gauge locomotive, a 2-8-0, was purchased second-hand from the Norfolk &

WILLIAM F. WARDEN

THE SHENANDOAH CENTRAL operated No.12 at Penn Laird, Va., in the summer of 1953 until Hurricane Hazel hit in October.



THE DEEP CUT on the Tweetsie was traversed by No.12 and the three Shenandoah Central cars in 1957; note the "triple combine."

Western in 1927 to help handle this traffic.

The ET&WNC Transportation Company quickly expanded into the motor freight trucking business and hauled both passengers and freight until it disposed of the busses in 1938. To help accommodate the new freight business the railroad became one of the first to initiate piggyback service using two specially constructed narrow gauge flat cars. Eventually the motor freight business superseded the railroad in importance and, in a unique corporate restructuring, the former subsidiary became the parent company for the railroad.

End of the Narrow Gauge

Floods were a constant problem in the mountain country. A major deluge in 1901 destroyed all but two of the ET&WNC's covered bridges. In 1940, a hurricane-spawned flood washed out large portions of the Linville River Railway. The railroad then received Interstate Commerce Commission permission to abandon the crippled line between Cranberry and Boone.

World War II provided enough traffic to save the narrow gauge to Cranberry, however. Commuter runs were made between the mountains and the rayon plants, where parachutes were manufactured for the war effort. After the war, service on the narrow gauge portion of the line was sporadic, and it was finally abandoned in 1950.

The standard gauge portion of the ET&WNC operated through the 1950s and 1960s using two ex-Southern Railway 2-8-0s 207 and 208. As one of the last railroads to use steam locomotives in daily service, it became a favorite of railfans and photographers. In 1967, the two old engines were traded back to the Southern for two ex-Central of Georgia RS3 diesels. The 2-8-0s were restored to their original numbers and went on to fame as 630 and 722 of the Southern's steam excursion program.

In 1977, Red Ball Motor Freight bought ET&WNC Transportation and its subsidiary, the ET&WNC Railroad. When Telcom Corporation, Red Ball's parent company, went bankrupt in 1983, Green Bay Packaging Company purchased the railroad and organized the East Tennessee Railway. Today, eleven miles of the former ET&WNC line are operated by the ETRy using two Alco RS32 locomotives.

The Shenandoah Central

When the narrow gauge portion of the ET&WNC was abandoned in 1950, three pieces of equipment escaped the wrecker's torch. Baldwin 4-6-0 No.12, excursion car 11 and triple combine 15 were sold in 1952 to three railfans from Harrisonburg, Virginia; C. Gratton Price, Jr.; Dr. Paul S. Hill, and Wade W. Menefee, Jr. They built one mile of track on Dr. Hill's farm at Penn Laird in the Shenandoah Valley and began operating the "Shenandoah Central Railroad" on Memorial Day 1953. However, after only one season of operation, Hurricane Hazel washed out most of the trackage that October. Cowboy star Gene Autry eventually purchased an option on the equipment and planned to move it to his "Melody Ranch" in California.

The equipment sat unused in Virginia for over a year as Autry wrestled with the problem of transporting it to California. In 1955, Autry decided instead to buy D&RGW K27 "Mudhen" Mikado 463 (today at Antonito, Colo.) and allowed Grover C. Robbins, Jr., of the Robbins Lumber Company of Lenoir and Blowing Rock, N.C., to purchase the 4-6-0, the two ex-ET&WNC cars and an ex-East Broad Top coach from the Shenandoah Central.

Tweetsie for Tourists

Throughout its existence, the ET&WNC was loved by the mountain people who lived along the right-of-way. Many affectionately called it "Tweetsie," and Engineer Pippin and Conductor Cy Crumley became high-country legends. Magazines, radio shows and even a movie short focused attention on the railroad. Grover Robbins and his younger brothers Harry and Spencer had grown up near Foscoe, N.C., and had often traveled on the little train to visit their grandmother when they were children. They longed to return it to the mountains.

North Carolina Governor Luther Hodges declared May 20, 1956, "Tweetsie Homecoming Day." When the equipment finally arrived in Hickory on May 24, 1956, thousands of people turned out for the celebration. The locomotive was rebuilt in the Carolina & Northwestern shops by General Foreman Frank Coffey, and on May 23, 1957, the equipment was loaded onto five flatbed trailers for the move up the mountain from Hickory to Blowing Rock.

Frank Coffey and his crew built three miles of track around Roundhouse Mountain on U.S. Highway 221-321 between Boone and Blowing Rock. The run featured a 5% grade, two deep cuts and a trestle 200 feet long and 50 feet tall over Dead Horse Creek. Coffey became a part owner of new "Tweetsie Railroad" and soon left the Southern Railway system to devote all his time to Tweetsie's operations.

The three Robbins brothers and Coffey had few plans for the tourist attraction other than the enjoyable train ride. When a Charlotte television station rented the railroad for a birthday party for a local TV cowboy, Fred Kirby, the Robbins hired a few college students from Appalachian State University in Boone to act as Indians and train robbers. Kirby fought off the attackers, and the children loved it. Kirby's act was made a regular feature of the train ride.

The Western theme was gradually ex-

KODACHROME. JIM BOYD, J.M WRINN and JIM KING

THE TWEETSIE RAILROAD posed No.12 on Dead Horse Creek trestle on June 19, 1992, for the first railfan night photo session ever held on the line. Sporting an authentic ET&WNC green jacket and gold lettering (and just a bit of not-so-authentic red on the pilot, stack and headlight), No.12 was coupled to an ex-EBT coach. Back in 1947 Bob LeMassena photographed the workaday black No.12 (**below**) on a freight train at Elizabethton, Tennessee. The Baldwin 4-6-0s were perfectly tailored to the ET's twisting track.

KODACOLOR. ROBERT LeMASSENA / MALLORY HOPE FERRELL COLLECTION

JIM BOYD

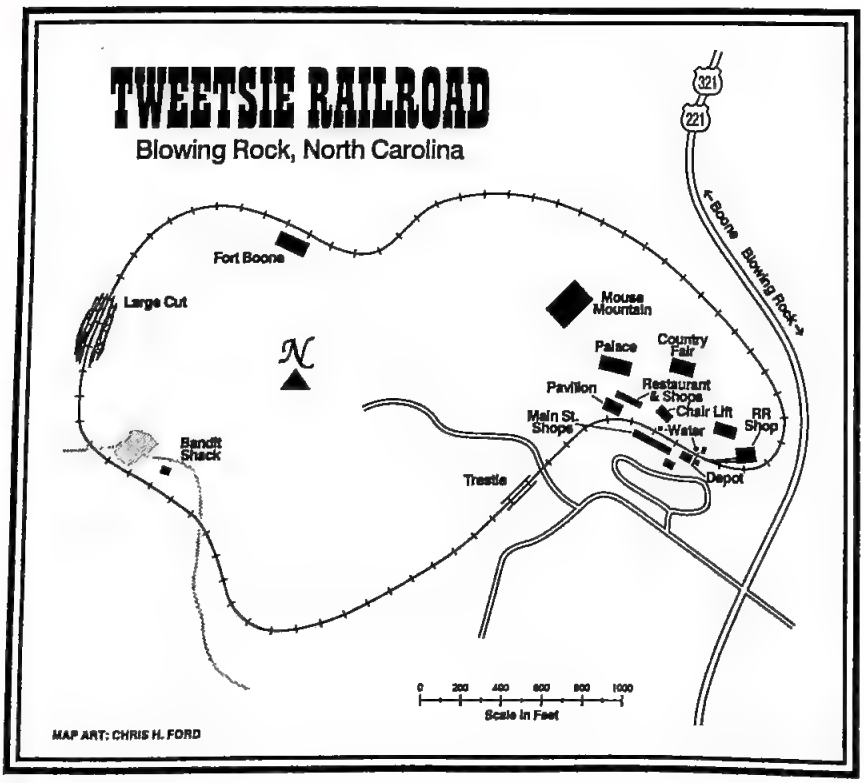
NUMBER 12 creates a timeless image as it negotiates the S-curve between the depot and the trestle on June 20, 1992. Black and white photos neutralize the tourist colors.

panded to include a frontier town, Tweetsie Junction, complete with general store, ice cream parlor, jail, bank and shops. They then built a Country Fair featuring a variety of rides and games for children and the Palace Theater for entertainment. On top of the mountain, reached by a chair lift, the Robbins added a Mouse Mine ride, gold panning and a petting zoo.

The "Tweetsie" 4-6-0 received a bright green, red and gold paint job, and new passenger cars were built over the years to accommodate the growing crowds. The Tweetsie's new open tourist cars are not unlike the excursion "summer cars" used by the old ET&WNC. In order to handle the longer trains, Coffey was sent to Alaska to purchase a White Pass & Yukon locomotive. He came home with No.190, the *Yukon Queen*, a 2-8-2 built by Baldwin in 1943 for the U.S. Army Transportation Corps.

Tweetsie's shops developed into one of the most complete steam locomotive facilities in the East. Using machine tools acquired from the original ET&WNC, they maintain their two engines and do contract work for other steam operations, such as Dolly Parton's "Dollywood" park in Pigeon Forge, Tennessee. Their craftsmanship is highly regarded by other steam operators.

"We can build any part for a steam engine," Coffey proudly says.



The "ET&WNC" Returns

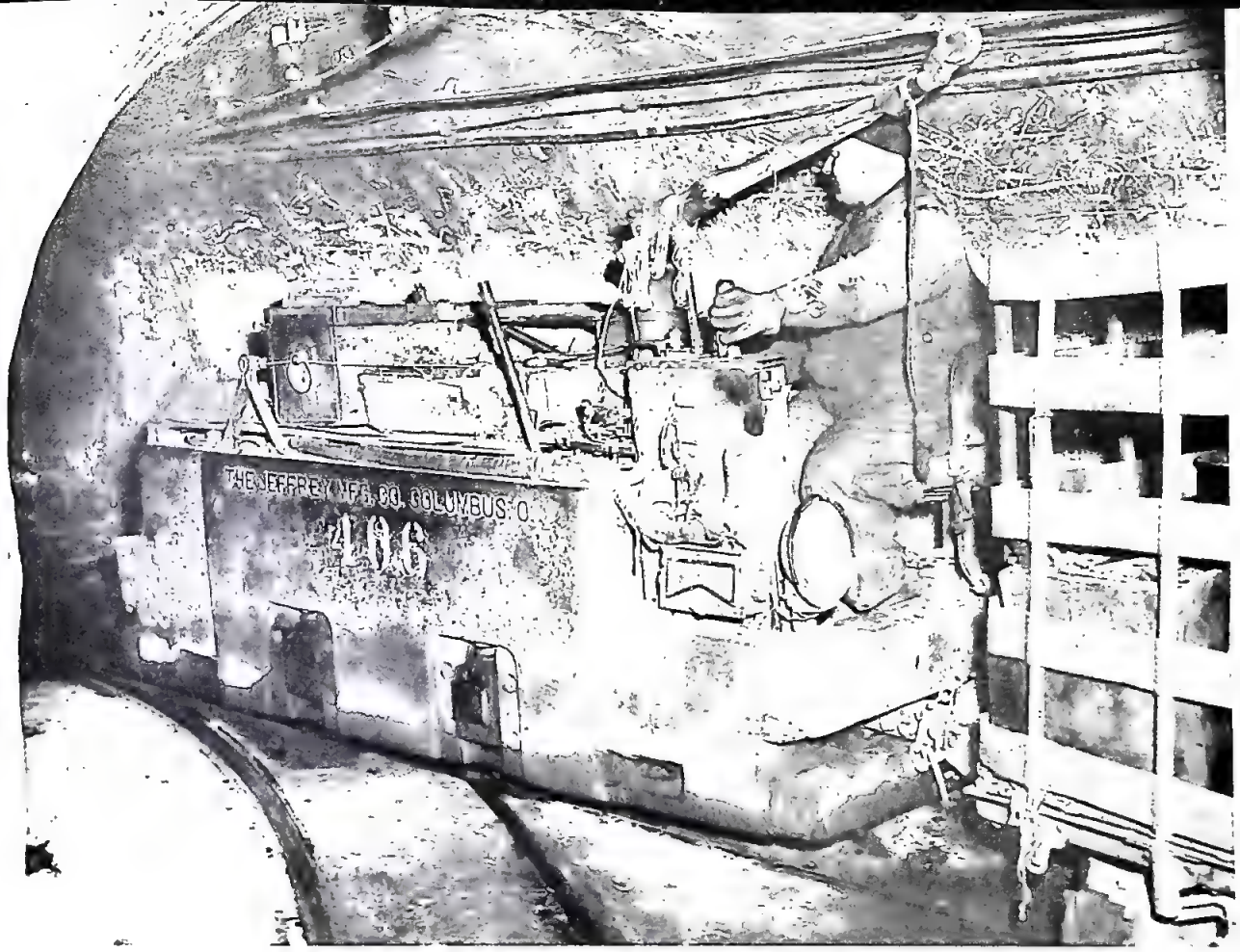
Engine No.12 received special treatment from Frank Aldridge, who replaced Coffey when he retired from daily operations, in preparation for its special day this summer. After making sure all little dings and dents were removed, the Ten-Wheeler was sprayed with a green paint, specifically formulated to match its original Baldwin factory paint job. Bright red was used for the trim, and gold leaf lettering was applied to the cab and tender. Railfans were particularly pleased that the engine sported authentic "ET&WNC" lettering for the first time in over 40 years.

Number 12's birthday party was held in conjunction with "Railroader's Day" at Tweetsie Railroad, and one of the old-timers on hand commented that, "I h'ain't ever seen 'er look so good!"

Not only did the engine look good, it ran splendidly, as well, with a melodious whistle and strident exhaust. On Friday evening before the big day, those who attended the ET&WNC Railroad Historical Society Convention were treated to several photo runbys and a special two-lap excursion through the park. Photographers were able to get action pictures as the train charged across the high trestle, up the 5% grade and through the cuts.

Number 12 doesn't work full time at Tweetsie Railroad anymore. It is used from the park's opening in May until "Railroader's Day," usually the third weekend in June. Ex-WP&Y 190 handles the heavy loads of July and August — the 190 is also easier on the engine crew, as the 4-6-0's "deckless" cab squeezes the engineer in alongside the rather warm firebox. After Labor Day, No.12 returns to duty until the end of the season. Last year the park initiated a special Halloween train, with night runs full of scary surprises. The program will be expanded in 1992 to run for several weeks in October.

Of course, the "ET&WNC" No.12 will be the star attraction.



JEFFREY MANUFACTURING COMPANY / BRUCE MOFFAT COLLECTION

JEFFREY MANUFACTURING COMPANY six-ton mining locomotive 406, built in 1907, was handling a work train in 1957. This was typical of the motive power in the Chicago freight tunnels.

Chicago's Flood of Memories from Forty Feet Below

Chicago's Forgotten Freight Tunnels

by Bruce Moffat

Thirty-three years after it quietly ceased operation, a nearly forgotten part of Chicago's past suddenly became a major news event. On April 13, 1992, just as the morning rush hour was getting under way, several downtown buildings reported that their basements were taking on water. Within a few hours, Chicago's "Loop" district was virtually deserted. Financial institutions, office buildings and stores had sent their employees home. The city's two downtown subways were closed as a safety precaution. Many buildings' mechanical systems suffered extensive damage as the flood waters rose.

The city's print and broadcast media provided almost non-stop coverage of the first flood to ever hit the Loop. What made this calamity even more remarkable was that this flood was not caused by any of the usual natural events such as heavy rains or swollen rivers. In fact, the flood was not even visible to those fleeing the Loop. The flood was totally underground, confined to the city's 47-mile network of abandoned freight tunnels and to those buildings which were attached to it. It was quickly determined that the wall of a freight tunnel had been breached where it passed beneath the Chicago River at Kinzie Street.

The "great Chicago flood" brought a renewed interest by both media and public into the history of the tunnel system and the two-foot gauge electric railway which operated in it for more than a half century. For the next several weeks I was kept busy fielding requests for background information on this unusual railway and the circumstances that led to its construction. To me, the tunnel system was of more than casual interest, for in 1982 I had completed a book on the subject entitled *Forty Feet Below — The Story of Chicago's Freight Tunnels* (Interurban Press, distributed through Pentrex, Pasadena, California). Almost immediately it became the most sought-after book in town!

Beginning in 1898

The tunnels were constructed not to house a railway but rather a telephone system — at least that's what the promoters told the city fathers! On June 27, 1898, Chicago alderman Edward J.

Novak introduced an ordinance in the City Council to award a telephone franchise to an unnamed company which would compete with the already well-established Chicago Telephone Company. The franchise was to run for 50 years and required that all cables installed in the city's central area be buried. Fourteen days later, the intended recipient of this franchise, the Illinois Telephone & Telegraph Company, was incorporated to "acquire, construct, build, buy, sell, lease and operate telephone plants and plants for the conveyance and transmission of sound and signals by electricity."

On February 20, 1899, following some political wrangling between Mayor Carter Harrison and the aldermen, the City Council awarded the IT&T its telephone franchise. The 30-year grant required that all cables in the area bounded by Fullerton Avenue, Western Avenue, 22nd Street, Halsted Street, 55th Street and Lake Michigan be placed underground. The IT&T was also required to have a telephone system in service within five years. The construction of tunnels to house the cables was not mentioned or required. Although not entirely pleased, the mayor allowed the franchise to become law without his signature.

Surveying began that summer. Construction was handled by the affiliated Illinois Telephone Construction Company, who sunk their first shaft in the basement of a saloon operated by Alderman Johnny Powers on Madison Street, less than two blocks from City Hall. At the base of the shaft, 30 feet below street level, a small-diameter construction tunnel (in keeping with its franchise, IT&T used the term "conduit") was built into the alley behind the saloon; it then followed an alley to nearby LaSalle Street. Under LaSalle, the construction crew built a larger "conduit" measuring six feet nine inches wide and seven feet six inches high stretching from Madison to Monroe, a distance of one block. This section was completed in late 1899 or early 1900.

During the summer of 1900, construction was suspended, apparently because of alleged inaccuracies in the city's maps necessitating additional surveying work by the company. It was during this time that IT&T quietly moved to enlarge its corporate powers to allow the handling of merchandise, mail and other items. This significant change in corporate outlook was kept from city officials!

The work resumed in September 1901. To speed the digging of the tunnels which would ultimately run beneath every street in the Loop area, additional construction shafts were sunk at various downtown street corners. Unlike the original tunnel section, all further tunneling was generally done at a depth of 40 feet below street level. This elevation was chosen so as to locate the tunnels in a blue clay stratum underlying most of the downtown area. This simplified boring (the clay was actually dug out by hand) and reduced the likelihood of cave-ins or disrupting the orderly settlement of nearby buildings. The installation of track and trolley wire in the completed tunnels was also begun at this time.

ILLINOIS TELEPHONE CONSTRUCTION COMPANY / BRUCE MOFFAT COLLECTION

Two-foot in the tunnels

The relatively small tunnel size and the limited public-way available for turnouts between intersecting routes dictated that the railroad be laid to a gauge of two feet. Twenty-foot radius curves were standard, although the rolling stock was designed to handle curves as tight as 15 feet. It was intended to use an electrified center rack rail to both power the locomotives and provide sufficient tractive effort to pull loaded trains up steep grades, mainly found where the tunnels crossed beneath the Chicago River. Subsequent testing revealed that standard adhesion-type mine locomotives drawing power from an overhead trolley wire could adequately handle the expected traffic.

Word of the company's railroad ambitions eventually leaked out, resulting in the mayor ordering a halt to construction on April 27, 1902. This action came on the heels of an inspection tour by a City Council committee which discovered a 14-foot-high "conduit" under construction. Eventually an accommodation was reached between IT&T and the city allowing the company to handle freight through the tunnels.

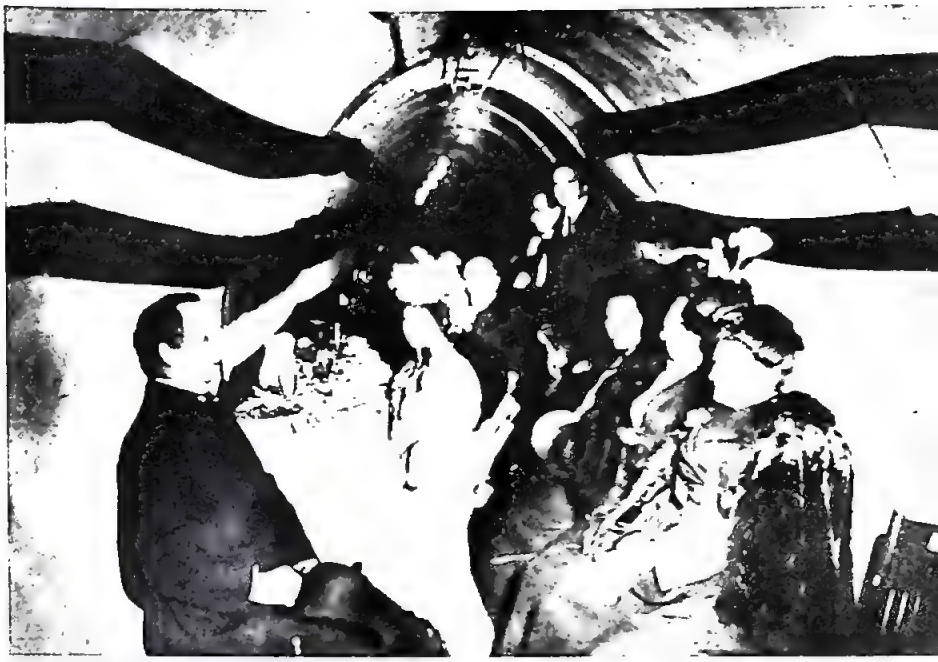
On July 15, 1903, the City Council amended the IT&T's franchise to permit the construction and operation of a 50-mile tunnel railway system within ten years. The ordinance also stipulated that upon the expiration of the franchise in 1929, ownership of all tunnels not located under private property would revert to the city. Not included were the rails, cables and other equipment housed inside the tunnels. The city would have to purchase these assets if it wished to take over operations. The city also reserved the right to order the removal, alteration or relocation of any tunnel necessary to accommodate the construction of water tunnels or passenger subways.

On October 29, 1903, the Illinois Tunnel Company was incorporated and absorbed both the IT&T and the Illinois Telephone Construction Company.

Non-revenue operations initiated

With about 20 miles of track completed, limited train operations were begun on January 2, 1904. The first movements were handled by one of two center-third-rail powered cog locomotives that the company had purchased from the Morgan Electric Machine Company of East Chicago, Indiana. The locomotive towed several merchandise cars which were loaded with barrels to simulate anticipated operating conditions. Although this event received no attention from the general press, the company photographer was on hand, recording several views, two of which were later published as postcards.

Besides "practice" trains, the two Morgan locomotives were kept busy hauling carloads of excavated materials out of the tunnels for disposal in what is now known as Grant Park, which at that time was being reclaimed from Lake Michigan. Later debris was dumped in Burnham Park as well to create the park lands we have today. These were the only locations where tunnel trains came out of the ground. Connections were soon made with many of the Loop's larger buildings and virtually every railroad freight house.



ENGINEERING PHOTO COMPANY / BRUCE MOFFAT COLLECTION

Dinner 40 feet below

To commemorate the start of train operations, a banquet was held for members of the Chicago Press Club on February 10, 1904. It was held in the Jackson Street tunnel. The dinner party entered the tunnel through the company's telephone switching plant at 177 Fifth Avenue (now 105 South Wells Street) and descended to tunnel level by elevator. There they were met by a special train which carried them on a short tour before depositing them at the banquet site which was centered at the intersection of Jackson and Fifth. Tables extended for two blocks and were equipped with dial telephones so that the attendees could try what was then the last word in telecommunications. The tunnel was decorated with bunting, and a band provided background music.

Following dinner, Tunnel Company President Albert G. Wheeler and General Manager/Chief Engineer George

A CONSTRUCTION CREW posed for their portrait at Madison and LaSalle streets (**below**) in 1900. The hand-cut clay, wooden forms and concrete lining are visible (**opposite**) in this unusual construction view. On February 10, 1904, members of the Chicago Press Club celebrated the tunnel opening with a banquet (**above**) beneath Jackson Boulevard.

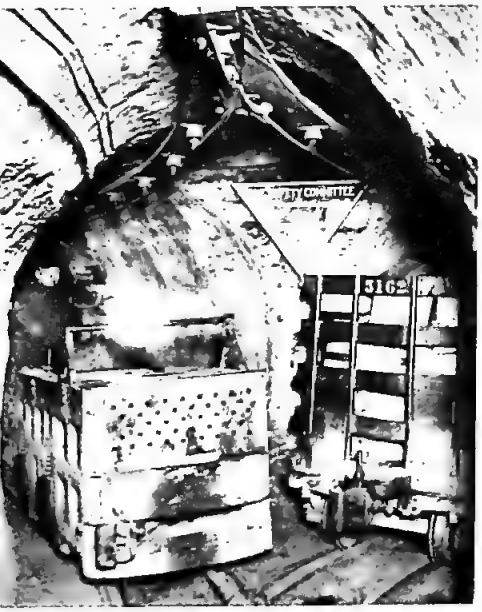
BRUCE MOFFAT COLLECTION

W. Jackson spoke about the building of the system and their expectations for its success. It was revealed that about $7 million had been spent on construction up to that time and that three locomotives (two third-rail and one trolley) and 24 freight cars were in service. Much work remained to be done, however, before regular freight traffic could be handled. That year also saw the tunnel company placed under the control of the Chicago Subway Company. The Subway's board of directors included such notables as E.H. Harriman (who controlled the Union Pacific, Illinois Central and Chicago & Alton Railroads) and V.A. Valentine, who represented J. Ogden Armour of meat packing fame.

Freight service was formally inaugurated on August 15, 1906, through the approximately 45 miles of tunnel that had been completed.

A reporter for the Chicago *Evening Post* was on hand to record this memorable event:

BRUCE MOFFAT COLLECTION



"This morning at 11:00 o'clock the first trainload of merchandise traveled over the tracks in the network of tunnels underlying Chicago's streets. 'This move inaugurates,' said George W. Jackson, chief engineer of the tunnel company, 'a system of freight handling that will relieve the streets of 20,000 tons of merchandise a month. It will revolutionize traffic in Chicago, will make teamsters' strikes impracticable and will give the passenger traffic of the downtown streets a chance to make some headway.'"

That first train consisted of eleven cars loaded with general freight originating at the Erie Railroad freight house at 14th and Clark Streets. These cars were dropped off at the Milwaukee Road's freight house, Marshall Field's department store, the Chicago Great Western's freight house and the Monarch Refrigerator Company (a cold storage company).

Despite the high hopes of its promoters, the railway and telephone operations tended to generate more losses than profits. The amount of business handled failed to meet expectations, resulting in the Illinois Tunnel Company entering receivership in 1909. Under receivership, conditions improved somewhat. By July 1911, the railway was reported to be earning a modest profit. The telephone system, however, continued to lose money.

Anxious to end the bankruptcy as quickly as possible, the Armour and Harriman interests perfected a reorganization plan which was put into effect in April 1912. The assets of the Illinois Tunnel Company were "sold" to two new entities: the Chicago Tunnel Company assumed operations of the railroad system, while a new Illinois Telephone & Telegraph Company assumed responsibility for the deficit-ridden telephone operation (which was sold to the Chicago Telephone Company in 1917). Control of these two companies was placed in the hands of the Chicago Utilities Company, a holding company. The principals in these new companies had also been affiliated with the former, rendering the corporate changes more or less cosmetic.

The succeeding years saw traffic improve as additional building connections were established. Some buildings, like the Field Museum of Natural History, were designed to receive their coal deliveries by tunnel train and have ashes removed in the same manner. By 1929, the Chicago Tunnel Company had a fleet of 149 electric mine-style locomotives, over 3200 freight cars of various descriptions and over 59 miles of track in operation. This is even more remarkable when it is remembered that the company's entire system was contained in an area of only two square miles! The temperature within the tunnels stayed at "about 50 degrees" year around.

Traffic

The movement of coal was a major source of revenue. Many of the Loop's largest buildings received coal for heating purposes by tunnel train and had the resultant ashes removed the same way. For many years, the company operated four receiving stations where it received coal from the "full size" railroads. Special narrow gauge steel side-dump gondolas were used to handle coal deliveries, while ash was removed in wood-bodied cars.

Coal traffic was an early victim not only of motor truck competition but also the shift to oil or natural gas, being completely discontinued in 1948. Ashes continued to be handled until the system closed in 1959.

The other major source of traffic was LCL (Less than Car Load) items, or what we would now call "package express." Much of this traffic was destined to or from the numerous department stores lining State Street. Outgoing shipments from these retailers were hauled through the tunnels to one of four "Universal" (freight transfer) Stations located on the tunnel system's periphery. Here they were reloaded onto trucks for final delivery, usually to points in the greater metropolitan area. These Universal Stations were operated by the affiliated Chicago Warehouse & Terminal Company.

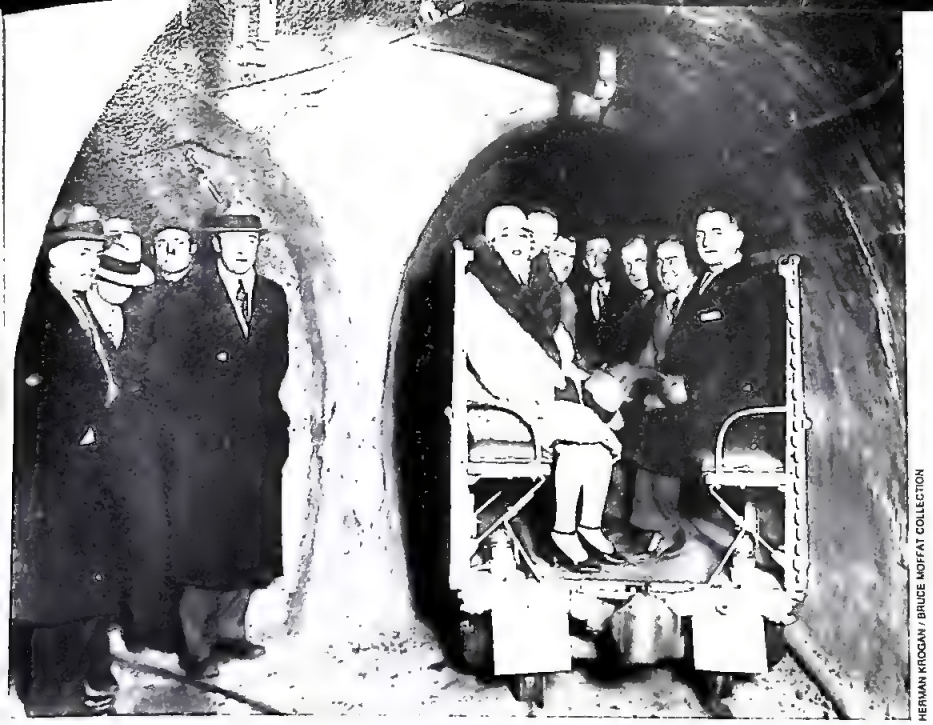
Other loads were dispatched to the numerous railroad freight houses served by the tunnel system for delivery to more distant cities. Additional LCL traffic was also generated by several wholesale grocery firms and small manufacturing companies which enjoyed direct access to the tunnels. LCL traffic was abandoned in 1956, a victim of increased truck competition.

The end of the line

Although never financially well-off, the Chicago Tunnel Company managed to make ends meet through the World War II years. The war's end brought not only significant changes to the economy but also signaled a general shift away from railroads to motor trucks which were rapidly becoming larger and more cost competitive. Railroad freight houses were also being relocated to areas remote from the Loop. Declining traffic, increased operating costs and the effects of deferred maintenance all took their toll on the tunnel railway. If this were not enough, the company was also still reeling from the loss of some of its most profitable trackage in the late 1930s to the construction of two passenger subways by the City of Chicago.

Attempts to arrest the traffic decline were met with failure. Unable to meet its financial obligations, the system was placed in receivership on July 11, 1956. That September saw all LCL operations discontinued, leaving only some ash and trash removal traffic. The Universal Stations were also closed in an effort to reduce expenses.

In mid-1958 a users committee comprised of several downtown business offered to purchase and reorganize the system. Their offer was rejected by the Interstate Commerce Commission as being too low. Meanwhile, control of the system passed into the hands of the Rutland Transit Company, a Vermont-based trucking firm. Unable to raise additional funds, the users committee threw in the towel on March 5, 1959. Revenue train service was halted the next day, although limited non-revenue



HERMAN KROGAN / BRUCE MOFFAT COLLECTION

MOVIE STAR MAE WEST visited the tunnel beneath the Palmer House Hotel in 1929. The most enduring work of the tunnels was the removal of furnace ashes in wooden hoppers like these (**below**) at the CB&Q office building in 1946. One of the home-built locomotives and a package car were photographed (**opposite**) at a junction in 1928.

CB&Q RAILROAD BRUCE MOFFAT COLLECTION

moves continued through the 9th. By this time the only commodity being handled was heating ash.

Testimony before the Illinois Commerce Commission on May 11, 1959, emphasized the rundown condition of the property. It was revealed that the cessation of operations had left 98 cars loaded with ash stranded throughout the system, the operable locomotive fleet had dwindled to just a single unit, and pump failures had caused the Randolph, Franklin and Orleans crossings under the river to flood completely.

No objections were heard at abandonment hearings held by both the Illinois and Interstate Commerce Commissions. The Interstate Commission approved the company's abandonment petition on June 10, 1959, with the Illinois Commission following suit on July 13. Chicago's most unusual railway was now a part of history.

But unlike most railroad abandonments, very little of the system was actually scrapped. The scrap contractor removed most of the freight cars, trolley wire, pumps and all but two of the locomotives. Not included was the track, which was embedded in concrete and deemed too difficult and expensive tc remove. It remains in place to this day.

Since entry to the tunnels was invariably through sub-basements of buildings and there were no emergency escape exits to street level, it was not difficult to seal off the system. Many entrances were permanently walled off with brick or concrete, while others were closed with steel doors — whose water-tight integrity deteriorated over the years and would be the cause of many of the problems in the spring of 1992. Because all access was through occupied buildings — including City Hall — the tunnels remained vacant and free of "street people." In 1968, however, anticipating a "long hot summer" of race riots following the 1967 outbreaks in Detroit, Cook County Sheriff Joseph I. Woods suggested turning the tunnel system into an emergency prison system to hold arrested rioters. The plan was never implemented.

Some of the tunnels are now used by Commonwealth Edison for high voltage power cables and others by a fiber-optic cable company. It was the fiber-optic workers who first discovered the breach at the Chicago River and warned of the possible flood.

And what of those two locomotives? One of 20 homebuilt locomotives still exists as a badly rusted hulk beneath a public works yard near Grand Avenue and the Chicago River. It seems to have been simply "overlooked" when everything else was removed.

The second locomotive, in much better condition, is located, of all places, adjacent to the Field Museum of Natural History. This five-ton Baldwin, built about 1905, is not on display but was abandoned in the tunnel, its location apparently making it not worth the cost of removal. There remain numerous freight cars stranded at various points in the tunnels, as well, although most of them are badly deteriorated wooden ash cars that were not worth salvaging.

After the events of April 1992, however, it will be a long time before Chicago forgets about the 47 miles of history 40 feet below its streets.

Desert Bridge Line:

by Elrond G. Lawrence

Driving eastward along Highway 62 in California's Mojave Desert, it's easy to get the feeling of being *truly* alone out here. Not a trace of civilization can be seen for hundreds of miles — save for the occasional highway call box or mileage marker sign — as you make your way across the barren landscape toward the California-Arizona border and the Colorado River town of Parker, Arizona. Less than a mile after passing a sign noting the upcoming presence of tiny Rice, California, however, the highway suddenly links up with a lonely pair of rails, marked by occasional Santa Fe-style signposts with names like Sablon and Freda.

And then, in the distance it appears: like a mirage shimmering across a sea of sand and sagebrush, three green and cream EMD hood units drift across the desert horizon, a long string of piggyback trailers and boxcars in tow.

Welcome to the land of the West's newest regional railroad: the Arizona & California.

The Arizona & California Railroad was born in May 1991, when Santa Fe Railway sold 240 miles of east-west trackage between Cadiz, California, and Matthie, Arizona, to the new company. Included in the sale was AT&SF's former Ripley Subdivision (a 49-mile California branch line southward from Rice to the lower Colorado River communities of Blythe and Ripley) and 57 miles of trackage rights eastward to Phoenix.

THREE KODACHROMES: ELROND G. LAWRENCE

Today, with its first year of operation complete, the A&C serves primarily as a "bridge" route for AT&SF freight traveling between California and Phoenix, Arizona. The railroads interchange traffic at the Mojave Desert location of Cadiz (pronounced KAY-diz, a cluster of sidings on Santa Fe's busy Needles Subdivision) and at Castle Hot Springs, Ariz., located 15 miles southeast of Matthie on Santa Fe's "Peavine" line from Williams to Phoenix. Although the purchase agreement granted the A&C trackage rights into Phoenix, the A&C trains presently run only as far east as Castle Hot Springs, where a Santa Fe job makes the connection to Phoenix. In addition to the Phoenix traffic, which includes high priority customers such as UPS and Honda, the 16-month-old regional is also pursuing its goal to recover the lost agricultural business of the Lower Colorado River region communities.

But with starkly beautiful desert scenery, clean trains, friendly railroaders and a dazzling paint scheme that readily complements the surrounding countryside, the A&C has already established itself as one of the Southwest's biggest railfan attractions.

The Arizona & California

Bright paint and piggyback traffic spell success

"THE DEFINITIVE A&C SCENE" is how author Elrond Lawrence describes GP38 3801 coming off the massive Colorado River Bridge (**opposite**) as it led westbound Arizona & California Train 708 out of Parker, Arizona, and into Earp, California, on March 28, 1992. Two days later, train 708's three units formed a striking silhouette against the pastel Mojave sunrise (**below**) while crossing a small trestle west of Wall, Arizona, approaching the company headquarters at Parker. At Parker South on September 7, 1991, the 3801 and four other units on Train 708 (**above**) demonstrated how A&C's paint scheme complements the surrounding desert scenery.

JOE BLACKWELL

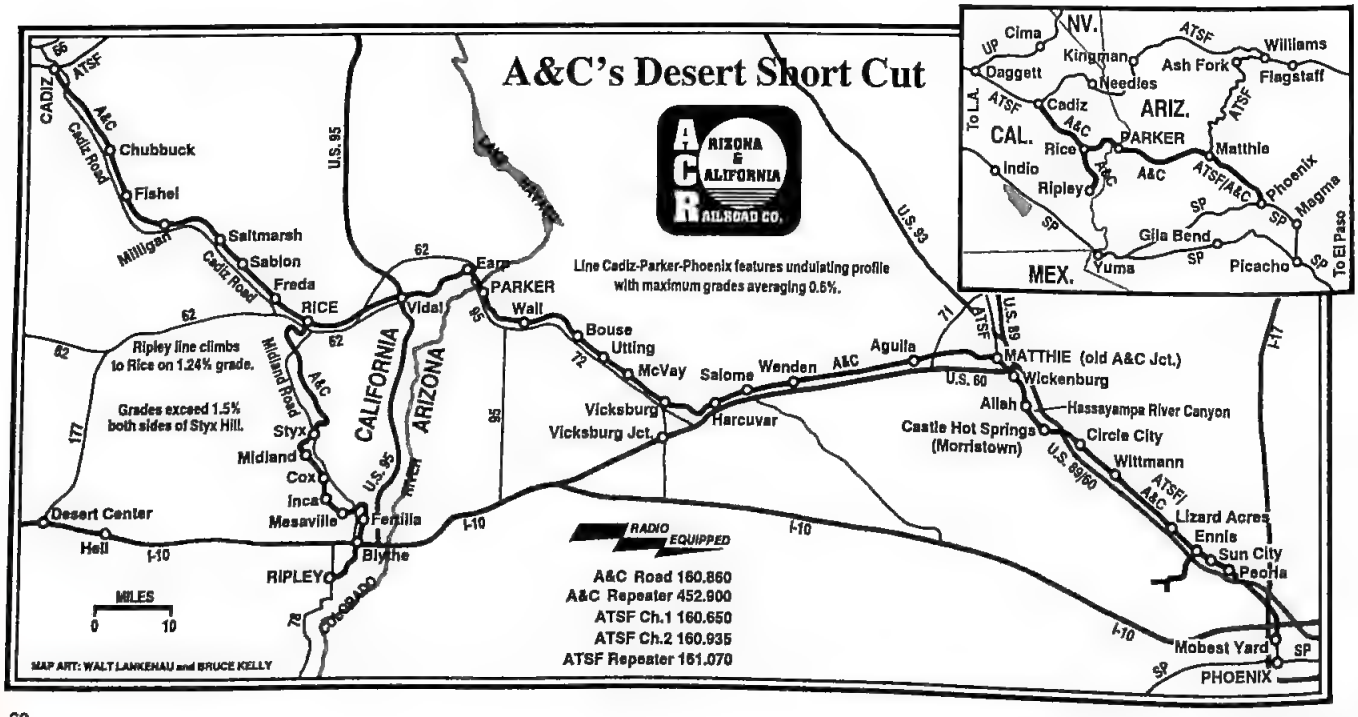
A&C Beginnings

The Arizona & California's history can be traced to the construction of the original Arizona & California Railway, which was chartered in 1903. Working under that charter, the Santa Fe, Prescott & Phoenix Railway (a Santa Fe affiliate) constructed and began operation of the first 50 miles of railroad from A&C Junction (Matthie, five miles west of Wickenburg) westward to Salome, Ariz., on July 10, 1905. The line was extended to Parker on June 17, 1907, and the "Wickenburg-Cadiz Cutoff" was completed from Parker west to Cadiz in 1910.

Construction of the Ripley branch from Rice southward to Blythe began in 1915, and the line was placed in operation on November 1, 1916. A short time later, the line was extended to the nearby town of Ripley and began operation in October 1921. The entire Ripley Subdivision was constructed by AT&SF forerunner California Southern under a charter dated December 30, 1914; Santa Fe assumed operation of the line in 1920.

For more than 30 years the main line from Cadiz to Parker was known as the Cadiz District and was operated as part of Santa Fe's old Arizona Division. In April 1950 it was merged into the Los Angeles Division (now part of AT&SF's Western Region), which also absorbed the Needles and Ripley Districts. During the line's heyday, the Cadiz and Parker Districts saw everything from gutsy Alco RSD4s and RSD5s to railfan excursions led by warbonnet red and silver PAs. By the 1980s the Alcos had vanished, replaced by Santa Fe's varied fleet of GP30s, GP35s, SD45s and F45s and more modern SD40-2s and C30-7s. Passenger action existed only in the form of detouring Amtrak *Southwest Chiefs* or *Sunset Limiteds*.

As the 1990s dawned, railway management began to take a long, hard look at the AT&SF system's effectiveness as a whole. A decision was made to "streamline" the railway, purging it of less successful secondary lines and capitalizing on the "steel racetrack" be-



tween Chicago and California. Included on the "hit list" of western lines targeted for sale were the Cadiz, Parker and Ripley Subdivisions.

From AT&SF to A&C

Enter David Parkinson, chairman of the future Arizona & California Railroad Company, who began negotiations with Santa Fe management for the purchase of the "Parker Cutoff" in May 1990. In October 1990, Parkinson met with Bill Frederick (then president of the Great Western Railway in Colorado) and asked him to serve as a consultant, studying the Parker Cutoff and comparing it with several other line packages being considered. After studying the desert lines, Frederick confirmed that the Cutoff offered the most traffic potential, and negotiations focused on purchasing the three subdivisions.

Frederick was hired as president of the Arizona & California on January 7, 1991. For the next few months he worked out of the basement of his Colorado home, setting up plans for the new railroad and searching for a motive power fleet. In addition, Frederick made several trips to Parker to scout out his new railroad and home.

Parkinson reached an agreement in principle with the Santa Fe on March 22, 1991. In April, Frederick hired Chuck Weart, the former general manager of the Wyoming & Colorado Railroad, to be the A&C's new superintendent. By April 15, the A&C had rounded out its operating team: trainmaster Frank Fontez, chief engineer John Nevins and general road foreman of engines Bill Mays, all from the Wyoming & Colorado, as well as a full staff of train crews and operating personnel. In an interesting twist, the majority of new employees had little or no railroading experience and simply came in response to ads placed by the A&C in area newspapers.

The new A&C crews received three and a half weeks of training by Santa Fe crew instructors; they completed just in time to handle the first A&C train out of Parker. On May 9, 1991, at 12:01 a.m., the sale of Santa Fe's Cadiz, Parker and Ripley Subdivisions became final, and the "new" Arizona & California Railroad was born.

Today's Arizona & California

"We run things a little differently around here," says President Bill Frederick, sitting in the newly-remodeled former AT&SF depot at Parker that now serves as A&C's operating headquarters. Indeed, the A&C has some unique characteristics. Trains operate out of Parker as westbound and eastbound turns, with the small town serving as "the hub of the spoke."

Interestingly, the relatively small regional runs through two time zones, Pacific and Mountain. As a result, two clocks are located in the Parker depot offices, one set for Arizona time and the other for California time.

In terms of structure, the A&C comprised of two limited partnerships, one corporate and one operational. On the corporate side, David Parkinson serves as chairman and general partner of the company and handles all financial and business aspects from the corporate office in St. Helena, California (in Napa Valley Wine Train country). All rail operations are left to Bill Frederick, who manages the railroad and its 24-member staff out of Parker. The railroad also opened a marketing office last year in Phoenix in an effort to capture the area's local traffic.

So far, traffic levels have remained healthy, with about 15,000 carloadings per year. The majority of A&C's traffic consists of Santa Fe bridge traffic, although as of mid-1992 the regional was also handling 1000 to 1500 carloadings of local business per year. The majority of bridge traffic consists of UPS shipments, Honda autos, Campbell's Soup products, petroleum gas, asphalt, cement and lumber from the Pacific Northwest. Most of this traffic travels eastbound, with the empties returning on westbound trains. The notable exceptions to this are the occasional copper concentrate trains from Arizona mines bound for the Port of Los Angeles; easily the A&C's heaviest trains, these westbounds average 6000 tons and require six units for the trip to Cadiz.

To date, operations are going "extremely well" for the A&C, according to Frederick, who credits the A&C crews for much of the railroad's success. In addition to training prior to start-up, the crews also went through on-the-job training from May through July 1991.

"We've probably got the most technically proficient train crews I've ever seen in 25 years of railroading," he notes. "They didn't have time to learn anything the wrong way."

In addition to having little or no railroading background, the A&C's train crews work on a schedule that Class 1 crews might envy. With the regular round trip operating schedules, A&C

TRAIN 708 was rolling west toward Earp, California, (**opposite top**) on April 4, 1992. A short while earlier, the 708 had departed the A&C yard in Parker, Arizona, where, in September 1991, former Wyoming & Colorado General Manager Chuck Weart was fully ensconsed in his new job (**below**) as superintendent for the Arizona & California.

ELROND G. LAWRENCE

crews avoid the classic problems of layovers and being on call. Schedules usually consist of four nights, four afternoons and three alternate days followed by four days off (a fifth day off comes with every fourth week).

"I don't know how many people told us 'you can't run a railroad this way...it will not work,'" Frederick adds. "And now I think if you studied this process, you could do it on any railroad."

A&C Operations

Operations on the A&C are straightforward: the railroad runs one train westbound and one train eastbound per day out of Parker. To keep consistent with bridge connection Santa Fe, A&C trains are identified with Santa Fe-type symbols — a three-digit number prefaced by the date of origination and followed by the train section number. So the A&C's westbound train is symbolled 708 ("7" indicates the originating point of Phoenix, while "8" indicates the destination of Southern California) and the eastbound run is the 807 train.

The eastbound 807 is called to leave Parker for Castle Hot Springs at 10:00 p.m. MST, and normally takes eight or nine hours to return to Parker as the 708 (with no signals, the railroad is limited by FRA regulations to a maximum speed of 49 m.p.h.). After a crew change and a rearrangement of the motive power, the westbound 708 train leaves Parker for Cadiz around 10:00 a.m. MST. Travel time for the 708 is about two and a half hours to reach the AT&SF connection at Cadiz, depending on what work (if any) needs to be done at Rice.

Before the train leaves Parker, the A&C will call Santa Fe's Barstow classification yard to coordinate the interchange between the 708 and Santa Fe's "Cadiz Local," which is usually powered by older four-axle power such as GP30s or GP35s. As a result, the Cadiz Local usually has just arrived or is minutes away when the 708 reaches the wye at Cadiz. (It's not uncommon to see one of Santa Fe's hot eastbound 951 or 189 trains at Cadiz prior to the interchange, stopping to set out cars bound for Phoenix.)

Once the trains have met, a process that some have called the "Cadiz Shuffle" begins, as the A&C and AT&SF power cut off from their respective trains and couple to each others' consists. The interchange is quick, normally taking no more than a half-hour to an hour to complete — on one trip the A&C crew was seen literally *running* from their train to line switches and couple the A&C power to their new freight consist!

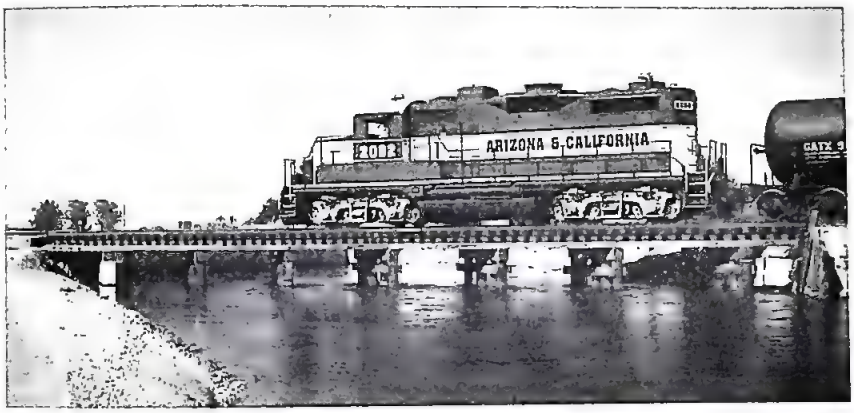
Almost forgotten in the showy main line operations is the former Santa Fe Ripley Subdivision to the lower Colorado River cities of Blythe and Ripley. The Blythe Local, as it's called, runs three days a week (Monday, Wednesday and Friday) and departs the home base of Blythe at 8:00 a.m. PST each day, usually working south the seven miles to Ripley before heading north to meet the A&C main line at Rice. Once the local drops off its cars and completes any pick-ups at Rice, it returns south to Blythe about 4:00 or 5:00 p.m., and the power is tied up next to the Blythe depot.

As noted above, the entire operating division of the railroad is based in the ex-AT&SF depot at Parker, which the railroad refurbished in late 1991. The structure now wears a brilliant coat of cream-colored paint accented with green, not unlike the A&C's locomotive livery. A visitor to the depot will quickly notice another colorful item nearby in the form of former Great Northern boattail observation *Appekuny Mountain*, recently repainted from Southern Pacific *Daylight* colors into a dazzling version of the A&C scheme. The streamlined obs, famed for its use on the 1984 *World's Fair Daylight* behind 4-8-4 4449, is now used for A&C business specials and makes a stunning sight in the Arizona desert.

BEN KERR

Motive Power

The Arizona & California operates with a fleet of twelve units: GP38ACs 3801-3804, GP20s 2001-2005 and MP15DCs 9623 and 9628. Three of the four GP38ACs began life as B&O GP40s 3705, 3730 and 3724, respectively, and were remanufactured (including deturbocharging) at Cleburne, Texas, before entering lease service for GATX.



THREE PHOTOS BEN KERR

THE RIPLEY BRANCH has a character all its own. On June 26, 1991, the 2002 was southbound out of Rice, beginning the 1.58% climb to Styx (**below**). Heading north again, the 2002 eased through the cut at Styx proper, the top of the hill (**above**). South of Styx Hill is the flat and somewhat urban Palo Verde Valley, where the 2002's switching duties on June 26, 1991, found it jockeying tank cars (**opposite bottom**) and hopping across an irrigation canal (**left**) in and around Blythe, California. Pausing next to the ex-Santa Fe depot in Blythe on March 30, 1992, the Blythe Local (**opposite top**) with leased GATX MP15DCs 9623 and 9628 (ex-Conrail, nee-Reading 2773 and 2778) was getting ready to depart north for Rice.

BEN KERR

The 3804 was built as Illinois Central 9508 and was sold by ICG to MKT to become Katy 333. Following the merger with Union Pacific, the 333 was repainted as UP 1990 and later retired before coming to the A&C.

The five GP20s also have UP history in their blood, originally wearing Armour Yellow numbers 470, 488, 472, 471 and 497, respectively. The units were sold to Precision National in 1979, where they were deturbocharged and remanufactured with 645 power assemblies to retain their 2000 horsepower rating. From Precision National the five Geeps were sold to SouthEastern Coal in eastern Kentucky, where they operated until their sale by SouthEastern to National Railway Equipment Co. in Dixmoor, Ill., which in turn leased the units to A&C. While the GP20s are on a long-term lease, the GP38ACs are owned outright. All nine road units are painted in A&C's stylish green-and-cream livery and feature small green "ACR" heralds on the short hood nose. The fleet has also been outfitted with radio equipment for the A&C's frequency of 160.860 MHz.

The newest additions to the A&C roster are the two ex-Conrail MP15DCs, 9623 and 9628. Still wearing the weathered blue of their former owner, the switchers are on lease from GATX with an option for purchase in the future. Identified only with simple "ARCZ" reporting marks, the units are currently assigned to the Ripley Subdivision and can normally be found next to the Blythe depot between runs to Ripley and Rice.

In early 1992 yet another unusual unit arrived on A&C rails: Montana Rail Link "GP19" 151, on lease from Montana-based Livingston Rebuild Center. Sent to A&C on a trial basis, the unit handled several runs on the 807 and 708 trains before its return to LRC in late April.

Regardless of future motive power developments, the A&C has already produced a varied and colorful roster, wearing one of the most attractive paint schemes in the Southwest. And thanks to continuous care by A&C shop personnel, which includes regular washing between runs at Parker, the fleet also remains one of the cleanest in the West. As one railfan commented, maybe the regular watering is what keeps the units so green!

Railfanning the A&C

Railfanning the Arizona & California isn't difficult, but it can be somewhat frustrating without some advance planning. First, the eastbound 807 train performs most of its Arizona traveling in darkness, leaving Parker around 10:00 p.m. MST for Castle Hot Springs, where it meets the Santa Fe job out from Phoenix in a maneuver very similar to that performed in daylight at Cadiz. Unless the train is running several hours late, your best bet to photograph it in Arizona is to leave Parker before sunrise and attempt to meet the return train (now the 708) on its way back to Parker. Depending on tonnage and motive power, the train can arrive at Parker anytime between 7:00 and 9:00 a.m. If you are lucky enough to catch a late-running 708, Arizona Highway 95 follows the main line out of Parker for about 40 miles to Bouse, and highways 72 and 60 parallel the line for the remaining distance to Matthie and Castle Hot Springs.

For the most part, though, the westbound 708 from Parker to Cadiz is the train most fans concentrate their efforts on, as it travels entirely during daylight hours. However, with a normal departure time of 10:00 a.m. MST, the westbound train doesn't always travel under optimum lighting conditions, (especially in the summer months, when the "high noon" lighting is at its worst), but most trips can still create a number of nice images. California Highway 62 follows the main line out of town and also parallels the trackage for about 15 miles between Vidal and Rice, continuing several more miles west of Rice before the two part company.

If you're hoping to follow the railroad to Cadiz, your only choice is Cadiz Road, which runs from Rice to Cadiz next to the A&C main line. The road is shown on most maps, but its apparent convenience is misleading: it is a little-maintained dirt road, and a rather primitive one at that. It's also subject to frequent flash flood damage in both winter and summer months. While a tough four-wheel-drive vehicle can probably handle the trip, a good rule of thumb might be to check on the road's status with A&C staff at Parker prior to a chase to Cadiz. A&C crews have observed that several *days* can pass between their sightings of travelers on Cadiz Road.

If you don't want to risk Cadiz Road, two paved alternatives exist to get you to the A&C's west end: U.S. Highway 95 to Needles and then west on Interstate 40 and National Trails Highway (old Route 66) to Cadiz, or west on Highway 62 past Rice to the desert city of 29 Palms and then north to Amboy via Amboy Road. At Amboy, it's a quick

eight-mile jaunt east to Cadiz, again via National Trails Highway. Of the two, the 29 Palms route may *appear* to be the quicker route, but it's actually longer and more time-consuming. Besides, the Needles route offers opportunities to shoot AT&SF trains between Needles and Cadiz.

In any event, a visitor wishing to make the most of a visit to the A&C (and planning to avoid Cadiz Road) needs to decide which is the higher priority: lineside photos between Parker and Rice and foregoing Cadiz;, or leaving the train at Vidal and making a mad dash across the desert to catch it at Cadiz interchanging with the Santa Fe local. If the A&C train has to do any work at Rice, the possibilities are higher of getting photos from Vidal to Rice and *also* at Cadiz.

Chasing the Blythe Local is much easier; the depot at Blythe is located downtown next to Interstate 10, and Midland Road follows the subdivision out of town and through the Big and Little Maria Mountains to the wye at Rice. At the midway location of Midland (once the site of a large U.S. Gypsum mill and company town), the road changes from pavement to dirt and stays so for the remainder of the trip to Rice. However, the road is *much* better maintained than Cadiz Road, and with a top speed of 30 m.p.h. for the railroad, it's easy to pace a local to Rice.

In any chase of the A&C, it can't be stressed enough to prepare yourself (and your vehicle) for the desert environment, as Mojave temperatures can be relentless in their swings to extreme heat or cold throughout the year. In spring and summer, temperatures routinely hover in the 100° range, while evening temperatures in the fall and winter months can dive as low as 30° to 40° (not counting wind chill factors from desert breezes). An added "treat" during the spring and summer months are thunderstorms, which can appear from seemingly-blue skies in the early afternoon and bring sudden downpours of rain, thunder and lightning. It's from these summer storms that flash flooding often occurs; to deal with the problem, A&C has installed a number of high water detectors along its main line. However, the older highways have no such warnings, so caution is advised when traveling through such weather.

A final aspect to consider are the lighting "challenges" of an A&C trip. Unfortunately, photographers visiting the A&C have ended many a day wishing the railroad could simply *reverse* its California schedule, as most trains run the "wrong" direction at several otherwise ideal locations throughout the day. However, a little creativity and a good scouting of the railroad prior to a chase will help locate the numerous good lighting locations that *do* exist and may not be as obvious at first glance.

As most fans will attest, the best lighting for A&C trains can be found during the winter months when the sun is lower and daylight hours are shorter. The fact rings especially true for capturing images of the railroad's mammoth span bridge over the Colorado River into Parker, a spectacular structure built in 1915. As a rule, a shot of the train over the bridge isn't always well lit but is definitely worth a try. However, the

DAVID R. BUSSE

A BUSINESS CAR SPECIAL sat under the stars in Parker (**above**) on November 9, 1991. Between Sablon and Freda, Cal., in April 1992, the eastbound train out of Cadiz had MRL GP19 151 coupled behind a GP38 and two GP20s (**opposite**). Shortly after sunrise on March 29, 1992, Train 708 was cruising west near Wall, Arizona, (**below**).

ELROND G. LAWRENCE

KODACHROME DAVID BUSSE

NIGHT TRAINS characterize operations on the east end of the A&C; on November 9, 1991, the 708 from Castle Hot Springs had arrived at Parker before dawn. In stark contrast to the freshly painted road power, the MP15DCs on the Blythe Local, shown at Ripley (**below**) on March 30, 1992, wear their former Conrail blue. The Livingston "GP19" rebuild Montana Rail Link 151 (**bottom**) had come into Cadiz on April 18, 1992.

KODACHROME: ELROND G. LAWRENCE

areas immediately west of the bridge, where the main line twists through some hilly terrain before sprinting across the desert, feature some outstanding lighting conditions and are definitely worth exploring. The interchange at Cadiz features good afternoon lighting, too, especially when the westbound 708 first arrives at the Santa Fe junction.

The A&C's Future

While off to a solid start, the Arizona & California has big plans for the future. The construction of a new two-track locomotive shop at Parker should be completed this year, and the railroad recently purchased a former Santa Fe derrick outfit once based in La Junta, Colorado. The outfit, now complimented with a set of ballast hoppers and flat cars, consists of derrick X1, boom car X100 and sleeper X1000. Before sale to the A&C, it had the distinction of being the last derrick outfit on the Santa Fe.

In other plans, the railroad is working with the Arizona Land Commission to open up a 13,120-acre site for industrial development in Parker next to the A&C main line south of town. A&C management has also expressed interest in the purchase of other rail lines in the Southwest.

Railroad officials have high hopes for expanding service to the Lower Colorado River region towns of Blythe and Ripley. The company hopes to eventually reopen the former AT&SF intermodal ramp facility at Blythe once used for hauling perishables and is looking at other agricultural products that could travel via intermodal means, taking advantage of the ramp's location next to busy Interstate 10.

For now though, A&C personnel con-

KODACHROME: BEN KERR

KODACHROME: ELROND G. LAWRENCE

KODACOLOR: W.R. "BILLY" MAY

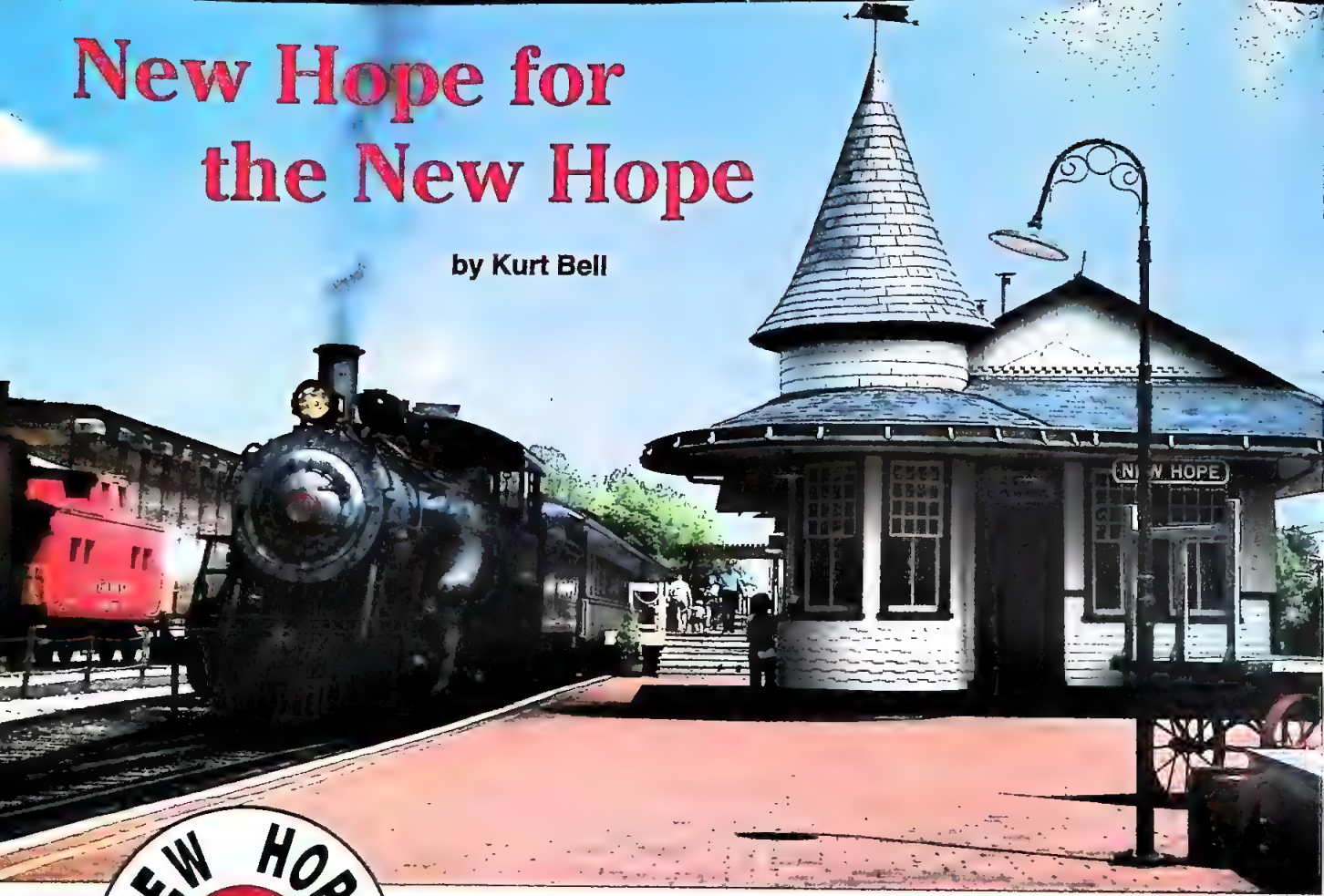
tinue to be pleased with a very successful first year of operation and have already gained a reputation for their friendliness and helpfulness toward visitors. In fact, the Parker depot is now stocked with timetables, shirts, jackets and hats featuring the green "ACR" herald for sale to visiting railfans (provided the proper people are in the depot during your visit). It's just another unique aspect of one of the West's newest and most successful railroads.

KODACHROME: BEN KERR

THE TOWN OF RICE for sale? That's what the sign says on June 26, 1991, as the 2002 on the Blythe Local awaits the eastbound road job from Cadiz. In a scene (**top**) essentially the same as Busse's night shot (**opposite top**), the power that had brought 708 in from the east waits on the main at Parker in the morning light of September 7, 1991. A few hours of working time on 708 make the difference between night and day at Parker. The obs *Appekuny Mountain* (**center**) was freshly painted to A&C green in July 1992.

New Hope for the New Hope

by Kurt Bell



CONSOLIDATION NUMBER 40 typifies the new image of today's New Hope & Ivyland as it pauses at the New Hope depot and on the run-around track at Lahaska in June 1992.

On June 22, 1991, after years of disuse and retrogression, Pennsylvania's New Hope & Ivyland Rail Road awoke as a revitalized tourist carrier. In just eight months, four miles of the former Reading branch line had been completely rebuilt with new materials, its stations and buildings were restored for use and its steam locomotive was once again on the head end of a passenger consist.

Thanks to the efforts of the Bucks Country Railroad Preservation & Restoration Corporation, the NH&I was able to celebrate its 100th birthday with a fresh, new start on a second life. However, examine the various layers of history and one might discover that as a Reading branch and later as a short line, the NH&I has undergone a fascinating series of changes and ownership, both successful and failed.

Ancient History

From the start, New Hope's geographic location on the Delaware River

TWO KODACHROMES MIKE DEL VECCHIO

made it a natural focal point for transportation. Known as Coryell's Ferry following the Revolutionary War, it was a river crossing and a stopover for stagecoach journeys between New York and Philadelphia. Along with its twin city of Lambertville across the river in New Jersey, New Hope became a major destination point for waterfront commerce in the region. In 1834 the Commonwealth of Pennsylvania opened its Delaware Division Canal down the west bank of the Delaware River from Easton, through New Hope to Bristol, Pa., as a route for anthracite coal and general commerce to Philadelphia (as late as 1931, this canal was operated by the Lehigh Coal & Navigation Company). The Delaware Canal and the Delaware & Raritan Feeder across the river in New Jersey provided New Hope merchants direct access north, south and east for raw materials and finished goods. By 1850, only a railroad remained missing from the picture.

In 1851, New Hope caught the railroad bug when its citizens eyed the successes of the new Belvidere-Delaware Railroad across the river in Lambertville and felt they, too, could reap the same economic benefits. Residents desired a company which not only served local interests but one that could transport their goods quickly and efficiently to the marketplace — namely, Philadelphia.

When the construction of the North Pennsylvania Railroad's Doylestown branch terminated at the southern end of that town instead of 13 miles northward in New Hope, many residents with raised hopes were left disappointed. A poor economic climate following the Civil War was to blame for the lack of an extension beyond Doylestown.

However, about that same time, the new North East Pennsylvania Railroad held the prospects of brightening New Hope's future. Envisioned as a rail line running north from Philadelphia across central Bucks County to a point along the Delaware River, the NEPRR was incorporated in 1870 for this very purpose. By 1872, construction of a 7.3-mile stretch from Glenside station on the North Pennsylvania to Hatboro was the first step. Construction continued at a rapid rate until funds withered in the Panic of 1973. In 1874, track construction ended at Hartsville Station and Bristol Road. This must have come as a great blow to the residents of New Hope, for despite their best efforts, they were once again several miles shy of a rail connection.

Around 1888, a group of local citizens spearheaded a campaign to finish the line's construction into New Hope. Since the absence of a nearby railroad thwarted economic opportunities for residents and businesses alike, several public meetings were held in Buckingham to change this course of events.

In a last ditch attempt, the Philadelphia & Reading Company (which had taken over the NEPRR assets nine years earlier) agreed to extend the trackage to New Hope on the condition that local residents collect one-fourth of the construction cost in the form of stock subscribed by potential right-of-way landowners. Eventually, the residents on the north side of Buckingham Mountain raised more money than their southern counterparts, resulting in a planned routing that snaked around the end of the mountain in Buckingham Valley and continued north to New Hope via Lahaska and Holicong.

Following the awarding of a construction contact, the track extension began in early 1890. Local quarries provided ballast for the undertaking; it is said nearly a hundred laborers took part. Victorian design passenger stations were constructed at Ivyland, Traymore, Grenoble, Kirkland (later renamed Rushland), Wycombe, Buckingham, Bycot and Lahaska. And, when P&R Camelback 4-4-0 No.482 entered the borough of New Hope with the first train from Philadelphia on January 18, 1891, the crew was greeted with a new brick freight house and a handsome passenger station that sported a classic witch's hat roof. There was also a turntable and water tank. Two months later, regular passenger service to Philadelphia commenced on Sunday, March 29, 1891.

"The Perils of Pauline"

In 1914 the New Hope branch was featured on the nation's movie screens when the silent film classic "The Perils of Pauline" was filmed there. In grand silent movie style, actress Pearl White was tied to the rails atop the curved Ingham Run bridge in New Hope while a relentless P&R Camelback approached. Fortunately, Pearl narrowly escaped death when she was rescued by her hero, Harry. In another scene, Pearl was threatened with a buzz saw in an old mill, which still exists along the tracks.

For the next half century, the Reading's New Hope branch faithfully served its lineside communities. Many dairy farms used the daily milk trains as a means of transportation to the Philadelphia markets. In fact, area resident Eastburn Reeder, who was Pennsylvania's first Dairy & Food Commissioner and a chief stockholder of the North East Pennsylvania Railroad, had a flag stop named in his honor. Like Reeder, milk loading stations were established as flag stops along the route.

By 1928, when rail ridership had yielded to the automobile, a Reading Company gas-electric car transported passengers over the 18.9 miles between New Hope and Hatboro. After 1931, passengers disembarking at Hatboro took a connecting multiple-unit electric train to Philadelphia, since the southern portion of the New Hope branch was electrified. Following a lengthy court battle, passenger service was ended altogether on June 7, 1952, when Reading gas-electric car No.87 pulled into the New Hope station at 5:40 p.m. for the last time. A Reading Transportation Company bus substituted for commuter trains once rail service to New Hope was terminated. By the 1960s, the nondescript New Hope branch had fallen victim to minimal freight traffic, and on more than one occasion, the Reading explored abandonment.

Steam Trains, Inc.

As steam locomotives were nearly extinct in the early 1960s, a group of Pennsylvania railfans and businessmen began to explore the possibility of creating a steam-powered tourist railroad in their area. "Steam Trains, Inc.," was created by Kenneth Souser, a lawyer from Berwyn, Pa., and a group of Philadelphia businessmen with the idea of operating tourist trains out of Cedar Hollow on the Reading's Norristown-Downingtown Chester Valley Branch. With this in mind, in 1962 they purchased 4-6-0 1533 from the Canadian National and 2-8-0 No.40 from the Cliffside Railroad in North Carolina (it had been built by Baldwin in 1925 for the Lancaster & Chester and sold to the Cliffside in 1947). The two locomotives were moved to the Reading Company's shop in St. Clair, Pennsylvania, where the Canadian 4-6-0 was overhauled to serviceable condition by Steam Trains and Reading employee. In 1966 Steam Trains expanded its roster by acquiring former U.S. Army 0-6-0s No.7 and No.9 from the Virginia Blue Ridge Railway at Piney River, Virginia.

Negotiations with the Reading for the Chester Valley line were going nowhere fast, but the Reading then offered the New Hope branch instead. After a couple of years of negotiations, on June 20, 1966, for a price of about $200,000, Steam Trains, Inc., purchased the northern 16.7 miles of the branch from New Hope south to Ivyland — the "New Hope & Ivyland" name was a natural. And since this was a "real" railroad, ICC approval was required. Steam Trains' intention was to operate steam-powered excursions and provide freight service for profit.

On July 2, 1966, resplendent in black

paint, the 1533 pulled the cold No.40 and seven former Reading steel coaches on a 110-mile transfer move over Reading trackage from St. Clair to the New Hope & Ivyland. (The route through Port Clinton was well known for its Reading Iron Horse Rambles and today as a portion of the Reading & Northern.)

New Home in New Hope

Before the first NH&I tourist train turned a wheel, preparations for opening day were under way. After being used as a meeting house for a local sportmens' club at another location, the New Hope station was returned from the nearby woods to its present location, thanks to fund-raising by the New Hope Historical Society and the labor of NH&I workmen. (Originally, it had been located next to Bridge Street.) Most of the seven Reading class PBh, PBn and PBr suburban steel passenger coaches, built by the Bethlehem Steel Company and Harlan & Hollingsworth between 1913 and 1927, had been spruced up for passengers. Following several weeks of trial runs and a ribbon-cutting ceremony, the 1533 led the first public excursion seven miles south to Buckingham Valley on August 6, 1966.

For the next couple of years, the NH&I would charm the rail enthusiast community. In addition to riding and photographing its regular passenger runs to Buckingham Valley, railfans far and wide flocked to the NH&I for a ride on one of the last regularly scheduled steam-powered mixed trains east of the Mississippi. The NH&I was — and still is — a common carrier, and on late Saturday afternoons following the tourist runs, it would gather up the revenue freight for the Reading interchange at Ivyland. This consisted primarily of empty boxcars that had brought in loads of paper for the Union Camp paper bag factory located on the west side of the New Hope yard and occasional team track business such as covered hoppers that had brought in fertilizer. The freight cars were coupled behind the 1533 with passengers riding in either a coach or caboose on the rear.

The mixed would occasionally stop at Rushland to set off or pick up a car for the Davis Feed Mill, which used the team track behind the depot. Outbound empties were swapped for inbound loads on the Reading interchange track at Ivyland. Since there are no turning facilities on the railroad, the NH&I steam locomotive faced southward and ran around the train for the return trip tender-first (on both the regular passenger runs and Saturday mixeds). While the 1533 was the mainstay of the NH&I motive power fleet, 2-8-0 40 ran briefly in 1967 before being put into storage in New Hope, and 0-6-0 No.9 had run a few trips in 1966 still lettered Virginia Blue Ridge before joining sister engine No.7 in storage on a spur in the woods north of Buckingham Valley. Number 9 saw service again in 1969 and early 1970 before being "retired" once more.

An economic boost had come to the fledgling tourist-hauler in 1968 when the Philadelphia Electric Company purchased an easement on a significant part of the south end of the NH&I to permit the construction of power lines. But money always seemed to flow out faster than it came in.

The Struggling '70s

While the idea of a tourist railroad is to make money from nostalgia and scenery — of which the NH&I has an abundance — it is not necessarily an easy task, even when blessed with a natural attraction like the picturesque village of New Hope and the quaint surroundings of Bucks County. In the summer of 1970 the New Hope & Ivyland forecast the plight of its bigger neighbors like Penn Central and Lehigh Valley when it filed for Section 77 bankruptcy. President and general manager Robert W. Guthrie was named trustee, and operations continued pretty much as before.

On January 8, 1971, the NH&I broke its all-steam tradition when it acquired Alco RS1 diesel No.57 from the Washington Terminal Company — although when the 1533 had been unavailable for service from time to time, the NH&I had leased various Reading units like a Baldwin AS16 or EMD FP7 to fill in. In mid-1971 local fan Hugh Jenkins' Historic Equipment Association brought their recently-acquired Pennsylvania Railroad Brill "doodlebug" motor car 4666 to New Hope, where it was restored for operation and used occasionally for specials or "off season" service.

Following its 1970 bankruptcy, the NH&I went through some trying times. In 1971 a reorganization plan was filed for the railroad by Joseph C. Bonanno, who was making headlines at the time with his LaSalle & Bureau County Railroad in northern Illinois, which was being accused of "stealing" a fleet of Penn Central boxcars that had been stored there. Bonanno had just acquired control of the floundering Cadillac & Lake City tourist railroad in Michigan.

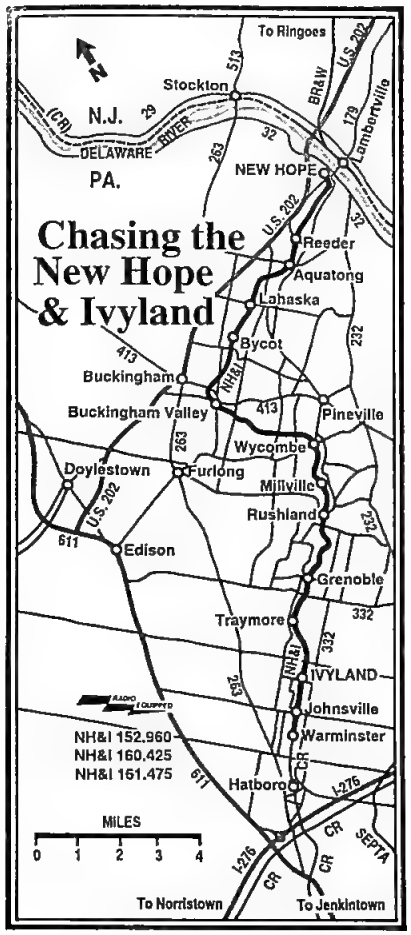
Although the Bonanno offer was turned away, the creditors were calling for abandonment and the sale of the NH&I's valuable real estate. Trustee Robert Guthrie resigned in mid-1972, and unpaid volunteers struggled to keep the railroad running. In late summer 1972, the ICC recommended that the railroad accept an offer by Robert L. Starer, a local entrepreneur in the electronics business, who was willing to continue operation, but nothing developed. By early 1973, the NH&I was even being mentioned as one of the "Northeastern bankrupts" that should be included in a regional rail reorganization plan (the one which would ultimately create Conrail in 1976).

The NH&I's situation was finally resolved in 1974 when the Bucks County Industrial Development Corporation (BCIDC) purchased the railroad for the purpose of maintaining rail service in the center of the county. Under a reorganization plan filed by BCIDC with the Interstate Commerce Commission, the McHugh Brothers Heavy Hauling Company, a local heavy-equipment leasing company, was awarded a contract to operate the railroad. For freight, President Jimmy McHugh brought in a pair of non-turbocharged, four-stack "church organ" Baldwin DS4-4-10 diesel switchers from the abandoned Copper Range Railroad in upper Michigan, in addition to other diesels, freight and work equipment.

With the county as landlord and McHugh as operator, the NH&I caught a fresh breath of life. With the two Baldwins on hand, the RS1 was sold to the Black River & Western tourist railroad across the river in New Jersey. The BR&W had begun operations on the Pennsy branch from Flemington to Ringoes in 1965 with a Great Western 2-8-0 and handled freight to the Penn Central connection at Lambertville. It was quite unusual for two independent and "rival" tourist railroads to be located so close together.

While Baldwin 100 retained its weathered but classic Copper Range livery, sister 101 was decked out in the colorful — even garish — McHugh equipment company colors of green, red, white and gold. On October 19, 1974, McHugh completed an overhaul of the ex-Cliffside 2-8-0 Number 40, which was put into service in shiny black paint. Shortly thereafter the 1533 was shut down for an overhaul from which is has yet to emerge. Hughey Jenkins' PRR doodlebug moved from the NH&I to the BR&W in April 1975, and the BR&W's 4-6-2 148 came to New Hope where private contractor Frank Manair began a year-long overhaul of the locomotive in preparation for its move to a new home on the Morristown & Erie in New Jersey (Manair also brought Tony Citro's DL&W 2-6-0 565 to New Hope in 1976 for an overhaul that was never completed).

In 1975 a new element was added to the NH&I: streetcar service. In 1974 the Trolley Valhalla group from Tansboro, New Jersey, (17 miles southeast of Phil-



adelphia) was looking for a new home for their small fleet of Philadelphia streetcars. Reorganized as the Buckingham Valley Trolley Association, they began stringing overhead wire south from Buckingham Valley on a mile of the NH&I main line. Red Arrow Lines Brill No.26 was converted from the 5' 2-1/2" Pennsylvania trolley gauge to operate on the NH&I's track. The trolleys had an across-the-platform connection with the NH&I, and passengers from New Hope could take the 20-minute trolley ride while the NH&I engine ran around its train and waited for the return trip.

The Bicentennial year of 1976 saw some interesting developments on and around the NH&I. With the creation of Conrail on April 1, the NH&I purchased the mile of track from Ivyland to the SEPTA station at Warminster, and the NH&I offered daily summer passenger service from New Hope which connected with SEPTA's Philadelphia-bound commuter trains. More importantly, the Warminster trackage brought with it two new freight customers: the CRC chemical plant and Camden Fibre Mills (the latter was soon replaced in the same building by Sanson Oil and Castrol).

At this same time, the Black River & Western also picked up the former-PRR Bel-Del line into downtown Lambertville. On weekends, you could stand on the BR&W track at the Lambertville depot and see the NH&I Bridge Street crossing across the river. On the rare occasion when the BR&W would run steam into Lambertville (they usually used a diesel or Pennsy doodlebug 4666), the NH&I and BR&W would exchange steam whistle salutes across the river.

Also in 1976, the derelict Army 0-6-0 No.7 was salvaged for parts and cut up for scrap, but sister 0-6-0 No.9 was returned to service wearing a new "face" created by an overhanging front bell and a centered CB&Q headlight borrowed from R&R Editor Jim Boyd. This simply proved that there are varying degrees of "ugly" and that almost nothing can be done to rescue the esthetics of an Army 0-6-0.

The New Hope Steam Railway

In the summer of 1977, an unfortunate incident occurred which would have an everlasting impact on the NH&I. While switching a work train at Ivyland, a brakeman was very seriously injured while coupling up some cars. The insurance situation forced the NH&I to cease tourist operation. However, under their separate corporate structure, volunteers from the Buckingham Valley Trolley Association began operating the steam passenger trains under the NH&I name. Thus, the tourist service was separated from McHugh's common carrier freight railroad. This separation became more evident in early 1979 when the BVTA changed the name of the passenger operation to "New Hope Steam Railway." Disagreements with the McHughs and complications caused by the insurance situation resulted in a very short 1979 season, and BVTA stopped running both the trolley and steam train. They soon took down their wire and moved out (they relocated to downtown Philadelphia, where they now have a very successful operation on street trackage as the Penn's Landing Trolley).

An outside contractor was sought for the steam operation, but to no avail. On July 3, 1980, a group of former NH&I volunteers and others headed up by Jim McHugh's son, "J.C." McHugh, established the "new" New Hope Steam Railway to continue passenger service. The name was the same as that used by the BVTA, but it was a different non-profit organization. Initially using 0-6-0 No.9, the NHSR quickly reinstituted tourist runs, though the ride was shortened to Lahaska and operations were confined to a Sunday-only schedule.

McHugh Brothers continued to run the freight trains under the NH&I title, and while on-line freight traffic was minimal, for the past five years they had been cashing in on the "Incentive Per Diem" boxcar craze that had been sweeping the country with short lines being paid for use of their reporting marks on lease fleets. For a while it was a very profitable business. One of the reasons that the New Hope Steam Railway was unable to run beyond Lahaska, however, was that the huge NH&I fleet had "come home to roost" when the bottom fell out of the leasing business and every siding from Buckingham Valley to Ivyland was full of big green NH&I boxcars (they remained until they were sold in 1985).

Throughout the first half of the 1980s, the property resembled more of a circus than a railroad. The locomotives, passenger cars and buildings went through a cycle of brightly colored paint schemes and unconventional lettering. Passenger trains continued to run, although the operation of 2-8-0 No.40 was infrequent. In 1986, the New Hope Steam Railway underwent a management change, and the bright colors were replaced with more authentic hues. No.40 made its last run in December 1986, however, when it went down for needed repairs. Beginning in 1987, passenger service was operated with the handsome, authentically-painted Pennsylvania Railroad SW1 9423, owned by NH&I volunteers Gary Fairbanks and Peter Cole.

Beset by the problems inherent in two operators dividing the meager revenues on one railroad, the NH&I property began to deteriorate badly, and McHugh Brothers did not renew their operating lease in 1989. While diesel-powered tourist trains continued under the New Hope Steam Railway, New Jersey's Morristown & Erie was contracted to provide freight service, and they brought in one of their big red Alcos, C424 No.19, to service the handful of customers in Ivyland — by then Union Camp had stopped receiving rail shipments, and there had been almost no freight traffic into New Hope in many years. The only active customer above Ivyland was a loading ramp on the main line near Wycombe that would ship occasional outbound loads of crushed stone trucked in from a number of quarries in the area. Except during the winter months when it was kept in the New Hope enginehouse, the Alco stayed at Ivyland, and a crew was brought in once or twice a week to provide service as needed.

Despite the best efforts of the New Hope Steam Railway, proper maintenance and repair of the tourist facilities were not possible because the volunteers wee hampered by the lack of both time and money. The New Hope station was in shopworn condition, and the freight house's sagging state was apparent. Due to the lack of right-of-way maintenance, trains were prone to de-

railment, and trash littered the overgrown New Hope yard. Number 40 sat rusting on a siding, partially dismantled and openly exposed to the elements. By this time, the railroad's sad state of affairs convinced many officials at the Bucks County Industrial Development Corporation that the railroad deserved a better fate and that it would be in the best interest of the railroad to sell the property and equipment to a party or group that would maintain active rail service.

The BCRP&RC Is Born

Following a failed attempt to sell the railroad in late 1989, several proposals were submitted over the next couple of months. In August 1990, the Bucks County Railroad Preservation & Restoration Corporation led by Robert J. Buzzard was selected, and on October 12, 1990, the BCRP&RC officially purchased the 17.4-mile railroad.

Bob Buzzard, formerly a physicist from California, had investigated purchase of the railroad for nearly a year. He is a self-proclaimed railroad enthusiast who has family ties with the Lehigh & New England Railroad. In fact, it was a search for existing former-L&NE equipment that brought him to the NH&I. Not only did he find two extant L&NE steel boxcars minus trucks and a Northampton & Bath wood caboose, he also discovered a potential business investment. After inquiring about the condition of the railroad, the BCIDC informed him of its impending sale. Buzzard then devoted his personal resources to the legal and financial requirements, planning and the gathering of a group of investors from California, Colorado, New York and Pennsylvania to form the for-profit Bucks County Railroad Preservation & Restoration Corporation to bid for the railroad.

When it became apparent that the BCRP&RC was a front runner in the sale, Buzzard began making arrangements with the Strasburg Rail Road in nearby Lancaster County for a mechanical inspection of No.40. Three days following the sale, on October 15, 1990, work commenced on No.40 inside the two-stall concrete block enginehouse in New Hope. Initial inspection revealed that the locomotive's repairs would be somewhat extensive, albeit not impossible to complete in a six-month timetable.

By November, the Strasburg crew and the newly-hired New Hope & Ivyland shop crew, under the supervision of Linn Moedinger and Ed Peters, were well into heavy repairs on No.40. While the locomotive was torn down, the tender was positioned in the second stall for disassembly. Parts from No.40 were transported to the Strasburg shop for machining as necessary and returned to New Hope. Concurrently, a licensed contractor removed the asbestos lagging from No.9 and 1533 (the 40's lagging had been removed several years earlier during a retubing).

While repairs on No.40 continued through the winter and spring months of 1991, extensive renovations of both property and equipment were also under way. Railroad historian George M. Hart offered his technical analysis on the condition of the track when he and Buzzard walked the four-mile segment between New Hope and Lahaska. Beginning in February, the Lackawanna Rail Corporation of Albany, N.Y., set to work repairing the track. Over 4200 ties were replaced. Thirty carloads of ballast were spread, tamped and regulated, and four crossings were been rebuilt. One of the most noticeable changes could be seen in the New Hope yard: the entire facility was relaid with new rail and ties and raised one foot with a ballast foundation.

Meanwhile, the line south of Lahaska remained in good to fair condition, although plans to operate special trips over this portion will require additional repairs in the near future. Formerly Class One or below (15 m.p.h. for passenger), the repaired sections are now easily Class Two (30 m.p.h. for passenger) or above. The line was, and is, laid with fairly heavy rail for a branch, with weights varying from 90 to 130 pounds per yard.

During the refurbishment of the New Hope station and freight house, authenticity was held to the highest standards. Restoration of the buildings was directed by Richard E. Brown, Jr., AIA, of Doylestown. To cite the magnitude of the type of work done, an old photograph of the New Hope station revealed a metal ridge cap on the witch's hat, which had long since rusted away. Luckily, the Wycombe station (similar in design to the New Hope structure) still retained its cap; thus, a new one was fashioned by craftsmen based on a design pattern of the old. The New Hope station was completely repainted inside and out in the Reading's traditional beige and brown station scheme and received a new slate roof.

The freight house, on the other hand, was a more complex job. Divided into small rooms and filled with junk, the interior was gutted by the contractors. To their shock, they found the main floor beam had broken under the weight of the former contents! Suffice it to say, the beam was repaired, the roof was patched and insulated, and the wide cargo doors were refinished and rebuilt with the original wood preserved as much as possible. Most importantly, the brickwork as been cleaned and repointed. The freight house now stands proud and secure as the NH&I's "Freight House Gift Shop."

The landscape around the station area has also changed dramatically. The former gravel platform has been transformed into a spacious brick patio with authentic railroad-style lights and attractive flowerbeds running the length of the station area. To provide easy access to the coaches, an elevated wood platform has been constructed around the freight house proper. Another nice addition is an elevated platform ramp for the handicapped, providing unrestricted access to all NH&I trains. The entrance is paved, while the parking lots (there are now two) have a capacity of nearly 400 cars. A new combination rest room and snack kiosk is currently under construction. The entire complex conveys an inviting appearance and is instrumental in attracting visitors when viewed from West Bridge Street.

During the spring of 1991, with a staff of experienced personnel on hand, the BCRP&RC forged ahead with widespread marketing and media to promote the tourist railroad. It was decided that the line's 100th anniversary would be celebrated with a grand, week-long series of events during the third week of June. The culmination of events would coincide with the return to service of 2-8-0 No.40, now well in the reassembly stage. At last, on the eve of June 10, a fire was lit in No.40, and when steam pressure was raised, workers triumphantly sounded its Canadian National five-chime whistle (borrowed from 1533). On June 13, No.40 performed a successful break-in run to Lahaska and another the following day with a string of coaches. For the first time in five years, steam returned to the New Hope — and rightfully so!

Four of the Reading coaches and an extra-fare dining car were readied for service, and 0-6-0 No.9, a boxcar and caboose were displayed on the former Union Camp siding across from the station. During the Centennial Celebration ceremony on June 22 before a large crowd with both the station and No.40 in view, NH&I president and general manager Bob Buzzard and his directors formally inaugurated the revitalized railroad. On hand was Stephen M. Gedney, president of the Lancaster & Chester Railroad, the original owner of No.40, who presented Bob Buzzard with a framed Baldwin builder's photograph of No.40. At 10:30 a.m., No.40 led a sold-out five car train south to Lahaska. Almost eight months from the purchase date and nearly $1 million later, the task of rebuilding the new NH&I was nothing less than miraculous!

Steaming Onward

With a renewed physical plant and a reliable operating schedule, the NH&I is reestablishing its credibility as a solid citizen of Bucks County. Between open-

THE SATURDAY EVENING MIXED from New Hope to Ivyland was a great railfan attraction in the early 1970s. In mid-May 1972, the 1533 was heading south (**above**) over the Ingham Run bridge at Hood and passing Lahaska (**right**) with empty boxcars from Union Camp in New Hope for the Reading interchange at Ivyland. On a return trip on May 28, 1972, the 1533 paused after dark (**below**) to set out a car at Rushland.

THREE EKTACHROMES JIM BOYD

KODACHROME MIKE EAGLESON

VIRGINIA BLUE RIDGE lettering was still on the tender of 0-6-0 No.9 as it set out a boxcar at the Reading interchange at Ivyland in 1966. In September 1976 the 0-6-0 completed a lengthy overhaul and sported a new "face" with Jim Boyd's ex-CB&Q 4-6-4 headlight; No.9 is shown here (**below**) at Buckingham Valley on September 11, 1977.

DAVID G. HOFFMAN COLLECTION

ing day and December 1991, nearly 100,000 people rode the steam train, and the 1992 season is off to a good start. With a nine-mile, 50-minute round trip from New Hope to Lahaska, the overly ambitious hourly schedule of 1991 was scaled back to a much more realistic hour-and-a-quarter for 1992 with April through November departures Monday through Saturday at 11:00 a.m. and 12:15, 1:30, 2:45 and 4:00 p.m., with an additional 5:15 run on Saturday only and no 11:00 a.m. trip on Sunday. Fares are $6.95 for adults, $3.50 for kids ages 3 to 11, and $5.50 for seniors 62 and older. There is also a wine tasting train run at 6:30 on Friday and Saturday. There are also Santa Claus trains run during the first two weeks of December.

The NH&I is still a common carrier railroad, and in the interests of safety, train crews follow the NORAC system of operating rules and procedure. Nearly 30 paid employees staff a variety of positions from the front office to the train crew to the shop.

At present, No.40 is the only serviceable steam locomotive, and the PRR SW1 is used as reserve passenger power and for the as-needed freight work at Ivyland. The Morristown & Erie had moved out in late June of 1991, and the NH&I now handles its own freight service, which averages about 150 carloads a year of oil, chemicals and crushed stone via the Conrail interchange at Ivyland.

In September 1991 0-6-0 No.9 was put back in the shop for restoration

FOUR EKTACHROMES JIM BOYD

McHUGH BROTHERS began operating the NH&I in 1976 and brought in two Copper Range Baldwin DS4-4-10s; the 100 was in Copper Range colors north of the shop in June 1974, and sister 101 was in McHugh green (**below**) in June 1976 in the New Hope yard.

WASHINGTON TERMINAL RS1 No.57 was bought by the NH&I in 1971, and on May 28, 1972, it was making up the evening mixed train for the 1533 to take to Ivyland. Hugh Jenkins' ex-Pennsy doodlebug 4666 (**below**) was at Lahaska a couple of weeks earlier.

KODACHROME, JIM BOYD

A DOZEN GREEN BOXCARS made a fine looking train for a Jersey Central Chapter NRHS fantrip on November 6, 1982, at Buckingham Valley with No.40 in its garish New Hope Steam Railway lettering. Those boxcars made McHugh good money in the 1970s.

under the direction of NH&I Chief Mechanical Consultant David Griner. The 1533 is stored behind the shop in need of major work and missing a few critical running gear pieces that got "lost" in the various management shuffles. While all of the serviceable passenger cars are handsomely restored to authentic Reading livery, there are quite a number of passenger and freight cars and a couple of diesels (a GE 44-tonner and an ex-Warner Gravel Baldwin switcher) on the property awaiting restoration or disposition — including Bob Buzzard's favorite L&NE X29-like boxcars.

With its new management and a historically-authentic image that fits the dignified charm of the New Hope community and Bucks County countryside, the NH&I is off to a hopeful future. The train ride offers views of distinctive homes and surroundings unseen from the usual highways, and the entire area offers numerous attractions for the whole family from flea market antiques to craft shops and fine restaurants — and a McDonalds not too far away.

And for the railfan, a classic short line Baldwin 2-8-0 on green Reading coaches is well worth the effort. Every time the whistle blows and No.40 eases over the "Perils of Pauline" trestle, there's new hope for the future of this historic railroad.

KODACHROME, MIKE DEL VECCHIO

PENNSY SW1 9423 is the diesel power for today's NH&I and was at New Hope on June 29, 1992. In September 1978 (**below**), the Buckingham Valley Trolley Association's Red Arrow car 26 was seen from the cab of NH&I No.40 at the Buckingham Valley depot.

KODACHROME, JIM BOYD

NH&I FREIGHT BUSINESS is now concentrated on the south end. The Conrail job was entering the Ivyland interchange as the November 6, 1982, NRHS fantrip arrived. Morristown & Erie C424 19 was doing switching at Warminster (**below**) on March 7, 1990.

KODACHROME, JIM BOYD

KODACHROME, MIKE DEL VECCHIO

1993
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WITH A CLEAN STACK belying her strident exhaust, Tweetsie's ET&WNC 4-6-0 No.12 marches across the 225-foot-long, 50-foot-high Dead Horse Creek (formerly Broyhill Gorge) trestle on June 20. 1992.

Tweetsie and the Historical Society

It was an invitation from Malcomb Marion to the ET&WNC Historical Society's convention on June 19-21, 1992, that brought the Tweetsie Railroad to my attention. Like many other steam fans over the years, I had ignored the Blowing Rock, N.C., tourist hauler after seeing the modern Army 2-8-2 190 with its goofy diamond stack in Ron Ziel's 1963 book *The Twilight of the Steam Locomotives* and having it grouped in his 1967 *Steam in the Sixties* among the "tasteless, tedious and tortured" tourist railroads of Dixie. (Even the fake-stack and oversize headlight in the very-out-of-date photo of No.12 in the 1992 *Steam passenger Service Directory* does nothing to discourage this impression.) The news that got me to North Carolina was that for the first time since it was retired in 1950, 4-6-0 No.12 would be wearing "authentic ET&WNC lettering." Now *that* would be worth spending two days on Interstate 81.

I very quickly discovered that there is considerably more to the Tweetsie than fake Indian raids and a gaudy paint job. First of all, that three-mile loop circling "Roundhouse Mountain" includes grades up to 5%, a very handsome trestle and some picturesque right of way — that track has been in place 35 years and has "weathered" into the terrain just like the old ET&WNC.

The train starts out of the station on a 2% ascending grade which stiffens to 5% at the ridge of the mountain. The locomotives — No.12 in particular — put on a wonderful show of genuine hard-working exhaust accelerating out of the depot and heading upgrade. Once over the top, they drift down the back side and loop around past the shop to

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return to the depot. It's a lot like Cass without the back-up move on the return trip.

You might be inclined to flinch at the bright colors on No.12, even with the authentic ET&WNC lettering, but the green is well researched as the original Baldwin factory color. The ET&WNC 4-6-0s were then painted black until 1932 when No.14 was restored to green and "the brasswork was given a high polish" to celebrate the railroad's 50th Anniversary (according to the November 1933 *Railroad Stories*). The railroad was so pleased with its appearance, that subsequent repaints went with the green. Although most of the photography from that era was black and white, it is believed that any locomotive wearing the oval herald on the cab (like No.12 has today) was in the green livery. While there were later repaints to black, the 14 seems to have worn its now-weathered green to the end. The white running boards and driver tires are quite correct, as is the red trim on the cab. On today's No.12, only the red pilot seems to be a blatant deviation from ET&WNC practice at one time or another.

The 12's spit-n'-polish appearance and excellent mechanical condition can be attributed to the shop set up by Frank Coffey, who had been the chief mechanic for the Carolina & Northwestern when No.12 was returned to Hickory, N.C., in 1957; he then went to work for Grover Robbins in building the Tweetsie at Blowing Rock. Coffey had learned his craft at the Southern's Spencer Shops, and he maintains the Tweetsie engines in the finest Southern Railway tradition.

I had the pleasure of spending the convention's barbecue lunch with Frank, and he is a living piece of Carolina Americana. He related to me how he had been laid off at Spencer in 1932 and spent the next few years overhauling the two little Vulcan 2-8-0s for the nine-mile narrow gauge Lawndale Railway. "I'd just gotten them finished when they called me back to Spencer — I spent the entire Depression without ever missing a day's work!"

The kind of craftsmanship and pride in the equipment that Frank Coffey learned in Spencer is practiced today by his successor, Frank Aldrich, and the Tweetsie shop crew. A look at the flawless gleaming flanks of No.12's green rebuilt tender under the crisp gold lettering will give you an idea what "craftsmanship" means.

And that craftsmanship is not just for show. In 35 years with only two locomotives, Tweetsie has never missed a trip because of a mechanical failure, and in regular service they have never had a derailment or injured a passenger. They operate six months of the year and run a dozen trips a day, averaging 200 passengers per trip. For the three-mile railroad, that amounts to 45 million passenger miles since they opened in 1957. Say what you will about tourist railroads and Indian raids, that's a successful business!

Since its creation four years ago, the ET&WNC Historical Society has had a friendly relationship with the Tweetsie Railroad and has held its conventions during the railroad's long-established (20 years in 1992) Old-Timer's Day each spring. The society puts out an excellent, beautifully written and illustrated quarterly magazine, *The Blue Ridge Stemwinder*, and is currently developing a program to help in the restoration to service on the Tweetsie of the magnificent "triple combine" No.15. Annual dues in the ET&WNC Historical Society are $12.50 (the *Stemwinder* subscription alone is worth that!). Contact John R. Waite, 604 North Eleventh Street, De Soto, MO 63020.

The Tweetsie's tourist season for 1992 will feature runs from 9:00 a.m. to 6:00 p.m. daily through November 1. Because No.12's "deckless" cab is rather hot in the summer, the WP&Y 2-8-2 handles most of the mid-year work with No.12 seeing service in the spring until Old-Timer's Day and then again in the fall after Labor Day. Number 12 will retain its ET&WNC lettering at least through the 1992 season.

Susquehanna's 142

Admittedly, the R&R staffers have had lots of fun with the nearby excursions with Susquehanna's 2-8-2 142. After a successful quartet of weekend 20-mile round trips from Butler, N.J., to Campgaw (near Hawthorne) and return during May and June, the rail-

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road ran five additional weekends of the Butler trips in reverse, originating in Hawthorne and running to Butler. Four steam trips per day each weekend less than an hour away from home is quite a treat for us here in North Jersey.

The schedule the Susquehanna operated was innovative. After departing Hawthorne, the train made stops to pick up and discharge passengers at Midland Park, Wyckoff, Oakland, Pompton Lakes and Butler. It would then run "express" back to Hawthorne to repeat the process. This gave each rider a roughly two-hour trip for his or her $10.00 regardless of where they boarded. The train consisted of the 142, eleven passenger cars and a diesel on the east end to lead on the return trips and provide help on the grades.

During the initial trips originating in Butler, the 142 faced east, but for the Hawthorne trips the 142 would have to be turned. The only remaining place to turn a locomotive on the NYS&W is the turntable at Little Ferry, where the long-threatened-with-demolition wooden roundhouse is still standing. So on June 11, 1992, the 142 made what I think is its most historically significant trip since coming to the Susquehanna. At roughly 10:00 p.m. the Cooperstown dispatcher gave SD45 3634 a Form D to bring the live 142 and a coach to Little Ferry to be turned and to perform some minor work on 142 on the inspection pit in the roundhouse. Meeting trains along the way, the extra got to Little Ferry around midnight. The coach was turned first, and then the 142 backed onto the turntable. It turned and then backed into one of two remaining active stalls to use the pit. Susquehanna steam boss Billy Drotar inspected and lubricated under the locomotive, then pulled the 142 out onto the turntable to be lined back into the yard.

When NYS&W first bought the 142, no one could say whether or not it would get to see the Little Ferry roundhouse. So with little notice, fanfare or witnesses, the tired old wooden roundhouse that once served everything from Camelbacks to Russian 2-10-0s, and Alco RS1s to GE Dash 8-40Bs did survive long enough to see the second steam era on the Susquehanna, a Chinese Mikado. And the work that was done on 142 there was legitimate and timeless. The 142 had returned to Butler at roughly 5:00 a.m.

Susquehanna-parent Delaware Otsego has sold most of the remaining Little Ferry acreage to SeaLand, which plans to demolish the roundhouse for its container facility — but not the turntable. Employees at Little Ferry said that the roundhouse would likely be torn down as soon as the new outdoor locomotive service facility under a nearby Route 46 overpass was completed, which could be any week. Presently, NYS&W locomotives are fueled and sanded on the lead to the Little Ferry turntable. In fact, GATX SD40 2001 had to be moved from the fuel track to allow 142 access to the turntable. With 142 now back in Utica and August/September trips again planned for North Jersey, the Chinese Mike may again get to visit Little Ferry. Whether there'll be roundhouse remains to be seen.

To handle the maintenance of the 142, the NYS&W found an experienced steam man in William R. "Billy" Drotar, Jr., who comes from a family of post steam-era steam men. His father, William, Sr., was chief mechanical officer at the Valley Railroad and, after leaving due to illness, was ultimately replaced by J. David Conrad, the present Valley CMO and the person who spearheaded the engineering to have a Chinese locomotive meet U.S. boiler and safety codes (two "Conrad Mikados" operate in the U.S.: NYS&W's former-Valley 1647 and Knox & Kane 1658, now 58). Billy, Jr., and his wife Cheryl moved to the Utica, N.Y., area where 142 is normally kept.

Billy recalls volunteering at Essex since 1978 at age 12 and that dragging his father along is what got Billy, Sr., interested in the Valley. Dave Conrad wasn't overjoyed by management's decision to sell "his" engine, but Billy is one of the few people Dave would trust to take good care of it, and Bill and Dave talk often.

Billy is a rugged man on a small frame and always pleasant. And he is one of those people that gets filthier than anyone else around a steam locomotive. If you get to see the Susquehanna steam crew in action, Billy is the one that looks the most like coal with a smile and glasses. Joining Billy on the steam team are Joe Dillon and Henry Greenblatt, both are ten-year veterans of Susquehanna train service.

Susquehanna's 142 is a relatively small 2-8-2 with roughly 55" drivers and an engine weight of about 95 tons. The basic design of Tang Shan's SY-class is that of a pre-WWI U.S. Alco Mikado exported to Japan, which then sent it to Korea and Manchuria. The SY-class was created in 1966 by modernizing the old JF6-class. Included in the improvements were an all-welded boiler and a two-foot deep combustion chamber (the combustion chamber is an extension of the firebox into the boiler to allow gases and coal to burn more completely).

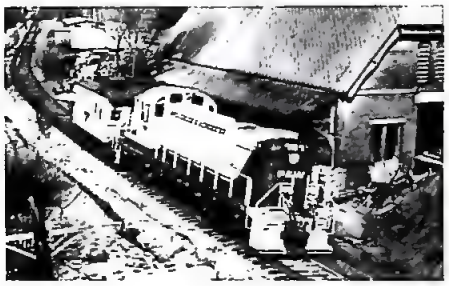
The combustion chamber is one reason the 142 can go so long on a load of coal — it has run entire weekends using less than a tender-load. The added efficiency of a combustion chamber is also the reason the 142 works such a clean stack; the fireman has to be pretty sloppy to produce noticeable smoke, and a "Lucius Beebe" plume is darned near impossible. The photo at the bottom of page 81 was taken with the throttle "at the ceiling" with the 142 working as hard as it could on the one-plus percent grade approaching Butler. It was an impressive show with an ambitious exhaust, but this type of performance seems to be relatively rare on the NYS&W.

Since the eleven-car train is slightly more than 142's tonnage rating on the grades, the diesels often assist to maintain speed and to help conserve water. Of course, while the diesel is assisting, the 142 gets real quiet and only heat waves come out of the stack. On the couple of trips I rode, conversations were overheard questioning the use of the diesel and noting that "this new engine doesn't make as much noise as the ones I remember."

The Susquehanna is still new at the steam business and, hopefully, they will work out a way to carry more water and allow their Mikado to express a little emotion.

While riding and photographing a few of the 142 trips, I was thinking about some of the contrasts, like a pre-WWI hand-fired locomotive with "modern" mechanical lubricators and a combustion chamber. And I got to wondering if, maybe, some of the frustrations with 142's animation aren't, in some ways, the manifestations of what steam might have become had its development continued — steam-era engineers (P.E.s, that is) have proven that smoke and noise are wasted energy that wasn't transmitted to the wheels. Norfolk & Western Class J 4-8-4 611, for example, is one of the most developed locomotives that ever rolled, complete with a sizeable combustion chamber, and it is relatively quiet and smokeless unless it is worked hard. With computer-aided firing and a condenser to re-use exhaust steam, Ross Rowland's proposed modern ACE 3000 should have been as quiet as a whistle post.

next month in RAILFAN & RAILROAD



●THE PROVIDENCE & WORCESTER: Probably the most successful regional carrier in New England, the Providence & Worcester has proven to be a viable alternative to both Conrail and Guilford for local service. John Roy, Jr., gives us a look at the history, motive power and current operations of this colorful and picturesque property.

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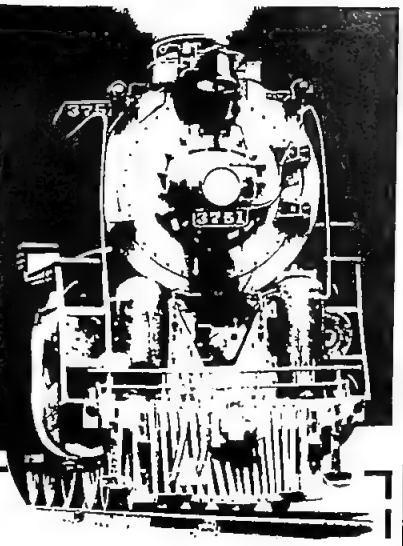

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All things considered maybe the "Conrad Mikados" with their refinements are more significant than we realize. But to be honest, I think most riders would prefer a more spirited performance.

The Susquehanna as been calling their 142 trips "Old Fashioned Steam Train Rides," and the railroad has set up a toll-free information line: 800/366-NYSW, extension 142. After returning to Jersey in August and early September, several fall foliage charters are being planned on Northern Division trackage through the end of October — M.D.

Correct Photo Credits

While writing the captions for the "K" Line at Long Beach feature in the September '92 issue, I had a complete lapse of consciousness and identified the four color shots on pages 58-59 simply as "Kodachromes: David C. Crammer." While the two Long Beach terminal shots were Crammer's, the shot of the UP stack train on Sherman Hill was taken by A.J. Wolff, and the Santa Fe Cajon Pass shot was by Joe Blackwell.

And while we're on the subject of erroneous credits, the photo of the derailed WW&F 2-4-4T No.8 on page 53 of the July '92 issue was taken by our friend Homer Hill.

My apologies to all of you.

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THREE KODACHROMES MIKE DEL VECCHIO

SUSQUEHANNA 2-8-2 142 did get to visit the wooden roundhouse at Little Ferry, N.J., on the night of June 11, 1992, to be turned for a series of Hawthorne-based trips the following weekend. Now facing west, 142 backed into one of two remaining active stalls (**top**) to make use of the inspection pit. After lubrication and inspection, NYS&W's Billy Drotar eased 142 back onto the turntable to be lined into the yard. Billy paused 142 (**above**) for one historic image with the roundhouse as a backdrop before backing into the yard -- the turntable pit is just to the right of view. On June 14 (**left**) the 142 was storming into Butler, putting on a fine show climbing the grade into town. With the throttle "at the ceiling" and an eleven-car train, the 142 was working a fairly clean stack while making some impressive sound. The 142 will return to New Jersey in August.

KODACHROME: TREVER PENN

CLASSIC EMD CAB UNITS posed at the South Dynon engine terminal in Melbourne, Australia, on Good Friday, April 17, 1992. Six are still in Aussie service. See page 44.

KODACHROME: WAYNE M. PENN

PACIFIC RAIL INDUSTRIES E8 519, seen at SP's Taylor engine facility (**right**), was leased to Metrolink until the commuter agency's new F59PHs arrived. See page 44.

NEW PAINT was applied to Apache Railway C420 81, seen near Snowflake, Ariz., (**below**) on July 14. Apache's six other units are also being repainted. See page 44.

KODACHROME: VINCENT J. PORRECA

KODACHROME: JOHN C. BENSON

KODACHROME: KURT MAY

VENTURA COUNTY GP7U 100, an ex-Santa Fe unit prepared for VCRY by the Great Western, was making break-in runs at Longmont, Colorado, on June 2. See page 44 for details.

EMD BL20-2 120, photographed at LaGrange, Ill., on July 3 (**left**), is a prototype for a new series of factory rebuilt 2000-h.p. Geeps which will boast a modified turbocharged 16-cylinder 567 engine. See page 44.

RECOLLECTIONS OF SUGAR PINE RAILROAD

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